

Australian Model Railway Association

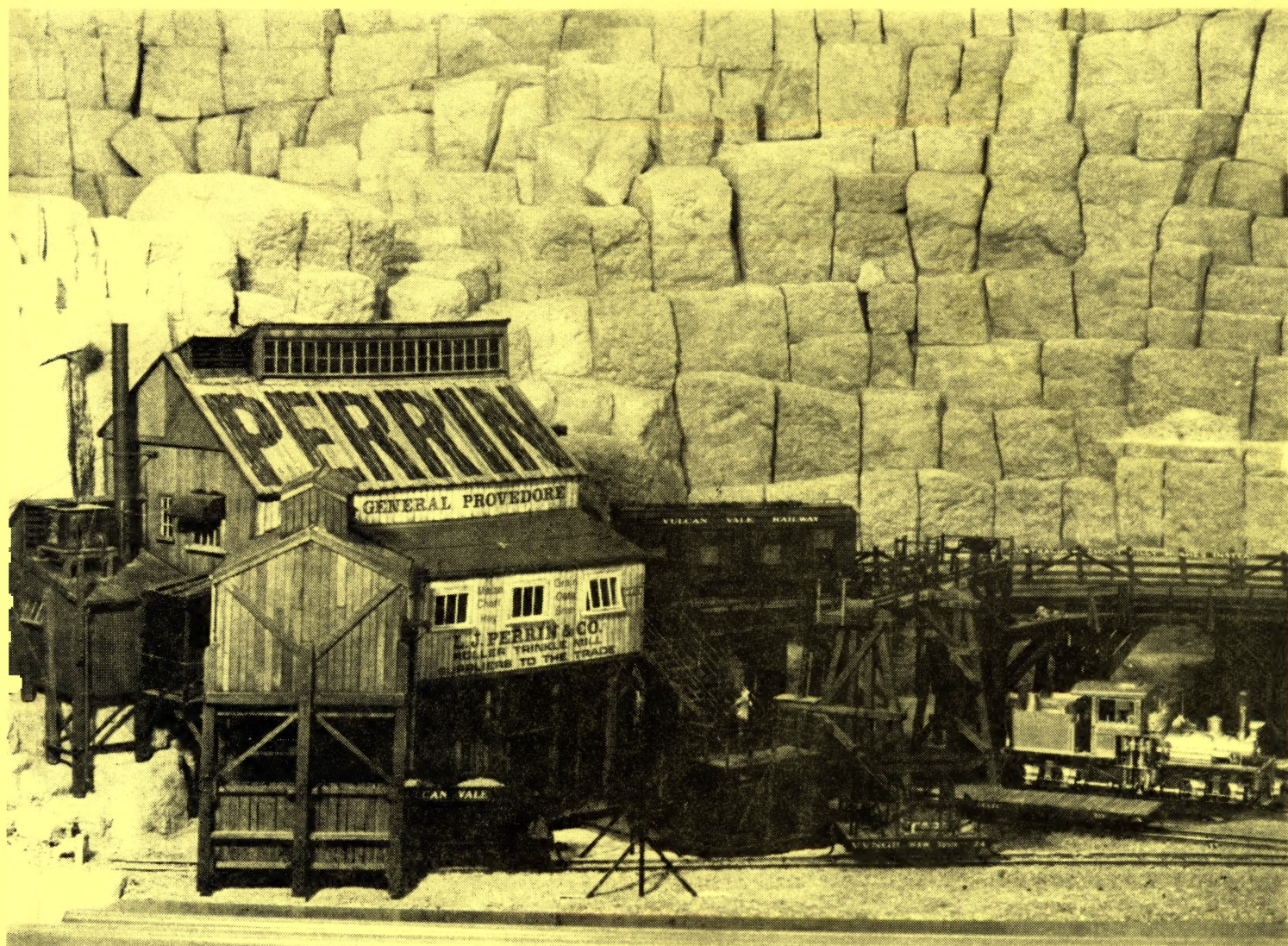
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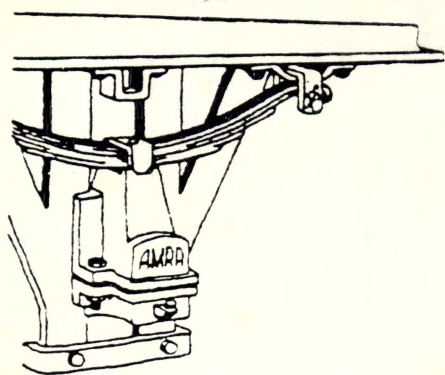
Telephone 890 7027

THE ENGINE SHED

5 CARRINGTON ROAD
BOX HILL 3128

MODEL RAILWAY EQUIPMENT FOR ALL AGES

The advertisement is a black and white illustration featuring a variety of model railway equipment. At the top, a long passenger train with multiple cars, including one labeled 'U.S. MAIL', is pulled by a steam locomotive. Below this, there are several smaller scenes: a steam locomotive pulling a freight train, a steam locomotive pulling a passenger train, and a steam locomotive pulling a freight train. In the center, a large, ornate banner contains the text 'THE ENGINE SHED' in a bold, serif font, followed by '5 CARRINGTON ROAD' and 'BOX HILL 3128' in a smaller font. Below the banner, the text 'MODEL RAILWAY EQUIPMENT FOR ALL AGES' is written in a curved banner. The bottom of the advertisement shows a steam locomotive pulling a passenger train, a steam locomotive pulling a freight train, and a steam locomotive pulling a freight train. The entire advertisement is framed by a decorative border.



Editorial JOURNAL BOX . . .

From the Managing Editor

Welcome to modelling in the 90's. What's in store for Journal? Well, if the amount of material I have received for this issue is any guide, not much. But then again, I suppose Christmas and all that means that most member's thoughts are on other matters. Talking of Christmas, I still did not get that brass 57 class.

I have been asked to give a reminder as to the editorial cutoff in each issue. For the next issue, it will be 15th February for ordinary typed material and 28th February for material received on computer disk (IBM format, either 5 1/4 or 3 1/2 inch disks are OK). You may think that the editorial dates are too early but I can assure you that the typing of the material does take quite a considerable time, particularly the Western Australia notes from Branchline. Talking of Branchline, what a great job Alan Porter and the Western Australian team do on their publication. I need some of that enthusiasm to be transferred East.

Photographs are again in need. The preferred format is black and white but colour prints are also acceptable providing that the contrast is even and there are not large dark areas of background.

By the time you are reading this, the Victorian Branch will be frantically trying to finish the marshalling yard of Kyneton in time for the Camberwell exhibition. One of these days, we are going to start and finish a club project with plenty of time to spare. What a pleasant thought!

Roger Lloyd

On the Cover

I have had to rerun an old photograph for this month's cover. Rick Richardson's Vulcan Vale railway is always worth a second look. This is Rick's roller trinkle mill.

Photo Roger Lloyd

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Secretary's Desk

In Journal 108 (January/February 1974), one member of distinction wrote of his disgust at the 23rd Federal AGM (October 1973) as only 25 AMRA members were present. Sorry, BEL, we beat that as only 23 names were recorded in the attendance book for the 38th Federal AGM on 10 November 1989.

Of course there was nothing of interest really, just questions and ideas from members concerning postal costs, quality of Journal and current changes in appearance, who is going to control Journal Print (it was referred to that we do have an unconcluded article regarding notice of a resignation swinging from an earlier Journal), an explanation - a bit discreet in places - about a number of AGM nominations from Victoria for Victorians that were received (by the due date) that had to be returned owing to not meeting the relevant Articles of Constitution.

As hundreds of members received the Federal AMRA AGM nomination application forms, the number of replies that came back were great (to our egos) - 12 NSW and 7 Victoria.

The 1990 COM is now as follows:

President	Brian Tyson (2)
Vice President	Graham Larmour (2)

Continued next page

Continued from page 1

Secretary Harry Gibson (1)
 Treasurer Ken Edwards (1)
 Registrar Norm Read (4)
 Steven Chapman (2)
 Co-opted Col Steele
 Membership File Phil Lee

A happy modelling year to all.

Harry Gibson
Federal Secretary

President's Annual Report

In presenting this report to the 38th Annual General Meeting of the Federal Committee, it is pleasing that after a very vigorous 12 months in office, I am now reasonably assured that the Association will increase in membership, and in so doing, strengthen the hobby for the future.

Our current membership is at this date, renewals 750, but there appears to be some 209 members unfinancial. I trust that those members will return their renewal forms to the Registrar as soon as possible. If this is achieved, the membership numbers will surpass our previous year's record.

The Federal COM recently advised all State Branches that a membership drive is to be conducted for the year, 1 September 1989 to 31 August 1990. As an incentive, all Branches who attain their projected targets will receive \$100 each for Branch funds, and the lucky number in each State will receive a two-year free membership. So help your hobby and a friend. Become involved.

The Annual Balance Sheet, as presented by Ken Edwards, shows the COM funds to be financially sound, despite cost increases, which seem to occur with monotonous regularity. Due to the introduction of the new styled Journal, and dramatic increases in Australian postal charges from 1 September 1989, the COM were reluctant to increase subscriptions, but had no other option if the Association was to operate as a financially sound body.

I would like to take this opportunity of thanking the retiring Federal COM for their support and diligence applied to their allotted tasks, which has made my first year, as President, much easier.

Once again, Roger Lloyd, Rex Little and the 'Vic Print' team deserve the highest commendation for their efforts with the production, presentation and distribution of Journal throughout Australia, at all times keeping costs at a static level, which is appreciated by the Federal COM.

I would like to congratulate all State Branches on becoming incorporated during the past year. The Federal COM, especially wishes to thank all those persons who were involved in the formation of the Branch incorporations.

Congratulations, Western Australian Branch, on the completion of your new Clubrooms. The Federal COM would like to convey their best wishes for the official opening day.

To all members and their families, I would like to take this opportunity of wishing you all a successful 1990, and especially a new decade of hobbying.

Good modelling

Brian Tyson

Tinplate Tanks

by Alan Porter

(formerly Refinery Manager with BP)

In his article titled Tinplate Tanks in the July/August 1989 issue of Journal, Frank Sheeran asks whether there is 'one out there' who can advise him as to when, where and why the first tank wagon ran.

The best reference that I have seen on the subject of tank wagons on the conveyance of liquids in bulk by rail is Petroleum Tank Wagons of Britain by R Tourret (Tourret Publishing, pp 140, UKL12.90). Although, in accord with its title, it deals mainly with the conveyance of petroleum products, it does in the general history section give some coverage of other liquids.

Before the advent of the use of petroleum products (after 1859 in the USA when oil was discovered at Titusville, Pennsylvania), the liquids required by industry of the day and society generally were mainly derived from animal or plant products and were consumed in fairly small quantities. For example, castor oil was used extensively for machine bearing lubrication, melted tallow was used for cylinder lubrication, whale and sperm oils were also used for lubrication (although, like all animal oils, they tended to decompose under high temperature), but these were all only needed in small quantities and transport in barrels, casks, jars and carboys loaded into open wagons served to get the product to the market.

There were other liquids too, such as beer, cider and stout, required for human consumption, but again barrels and casks sufficed to get them to the pub cellars (and indeed still do, for the most part!).

It was the coal/gas industry which caused the first tank wagon (in Britain) to be produced. The introduction of coal-gas lighting in 1792 created a large supply of coal-tar as a by-product (both coal-gas and coal-tar are the result of heating coal, in the absence of air, to between 900 and 1200 degrees Celcius). Up to the middle of the 19th century, the commercial application of coal-tar were few and on a small scale (barrels and casks sufficing for transportation, if required) and it became common practice to dump the waste material into streams in the neighbourhood of the gas works.

Slowly, uses began to be discovered for this waste product. Charles Mackintosh used a light distillate derived from the coal-tar to produce a solution of rubber for water-proofing of cloth (hence the term

'mackintosh' for a rainproof overcoat) in 1820 and about five years later, coal-tar distillates, such as 'creosote' were used as a preservative for railway sleepers. From 1840 onwards, the research chemists of the day discovered more and more interesting (and useful) substances in coal-tar - aniline and benzene (both useful chemical 'building blocks', enabling many other compounds to be synthesised), phenols and aldehydes, dyestuffs and antiseptics (usually based on the phenols in the coal-tar).

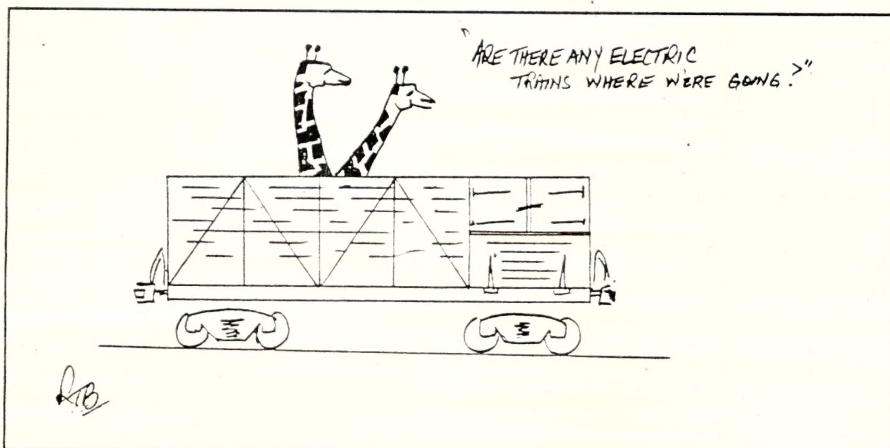
Coal-tar, once a public nuisance, had by the middle of the 19th century assumed an important place in the world economy and in countries with large productions of coal, coal-gas and coal-tar; the economic movement of the coal-tar from the gas works called for a better way of doing things!

The first known bulk liquid wagon in Britain appears to have been a 7 ton capacity squat, half round (i.e. D shaped) tank fixed directly to a wooden underframe without end stanchions or holding down straps. It was made by the Gloucester Railway Carriage and Wagon Co Ltd in 1865 for C Kurtz and Co for the carriage of coal-tar from gas works to chemical plants.

The next one known, produced by Charles Roberts and Co in 1881, was a similar D shaped tank, but with the higher speeds and greater shunting forces then being experienced, it had holding down straps onto the wooden underframe and heavy wooden end stanchions.

By the late 1880s, half round tanks were superseded by rectangular and cylindrical tanks, and in 1887, the Railway Clearing House issued its first specification for bulk tank wagons. By the turn of the century, the petroleum industry had developed so much, with demand initially for kerosene and later for petrol booming, and RCH specifications followed in quick succession in 1902, 1905, 1907, 1911 and 1927.

I am not familiar with the development of the coal-tar industry in the USA as I am with that in Britain, and it is, I suppose, possible, that there was an earlier instance of transportation of coal-tar in bulk than 1865. However, I think this to be unlikely. It is almost certain, however, that the development of the bulk tank wagon (or tank-car) proceeded much quicker in the USA due to the earlier development of the oil industry in that country than in Britain.



What is a Model Railway?

by Steve J Chapman

Many of the people who know nothing about model railways look on those who do as 'boys playing trains'. These people cannot see the difference between the young boy with his toy train set laid out on the floor and the serious modeller. The difference is not an obvious one and many people involved in the model railway scene also seem to be unable to tell the difference. Some modellers end up with a train set like layout when they meant to build a model railway.

So what is the difference between a model railway and a train set, and what must a modeller do to ensure that he ends up with the sort of layout that he wants? To answer this question, we need to consider the various aspects of a model railway and see how they differ from the corresponding aspects of the train set.

There are various types of model railway. There is the continuous run where one or more tracks forms a continuous circuit around which a train can run without ever reaching the end of the track. This circuit may be an oval (figure 1), a looped eight (figure 2), a dogbone (figure 3), or some more convoluted arrangement of loops given enough space to fit them in.

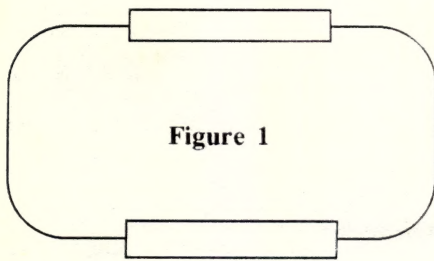


Figure 1

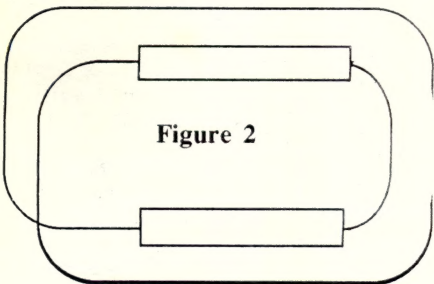


Figure 2

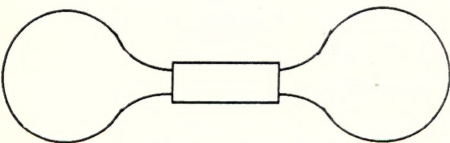


Figure 3

There is the end to loop where a train leaves from the end of the track, goes around the loop, and eventually arrives back where it started from. To go any further, the train needs to be reversed. The two ends of the loop may join together immediately (figure 4), may run parallel (figure 5), or may each follow their own path only coming back together just before the end (figure 6).

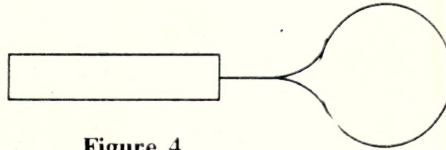


Figure 4

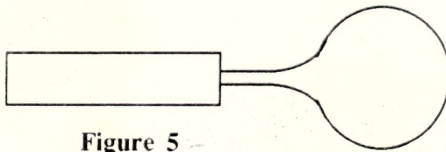


Figure 5

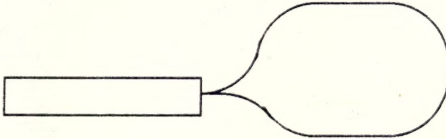


Figure 6



Figure 7

There is the end to end where a train leaving one end must stop when it reaches the other end and reverse in order to run back to the end that it started from (figure 7).

There are complex layouts which incorporate more than one of these types of run.

A train set on the other hand is usually only of the continuous run oval type. For the most part, then we can say that if the track arrangement is not based primarily on the oval type, then the layout is at least part way toward being a model railway rather than a train set. This does not mean that all continuous run ovals are only train sets; to distinguish the difference, we must look at other aspects of the layout.

A layout may be built in a number of different ways. It may be solid top where a piece of flat board is fixed to a frame and the track, and everything else is fixed down onto the top of the board (figure 8). Occasionally small sections are cut from the board to allow parts of the scenery to go below track level and grades and raised tracks are done by fixing another piece of flat board above the main board on blocks (figure 9).

A layout may be of open top construction where the flat board is only placed where the tracks are to go and is raised to the height required by blocks fixed directly to the frame (figure 10). The holes left between track work when using this construction method are filled in with a scenic base which can as easily go below track level as it can go above.

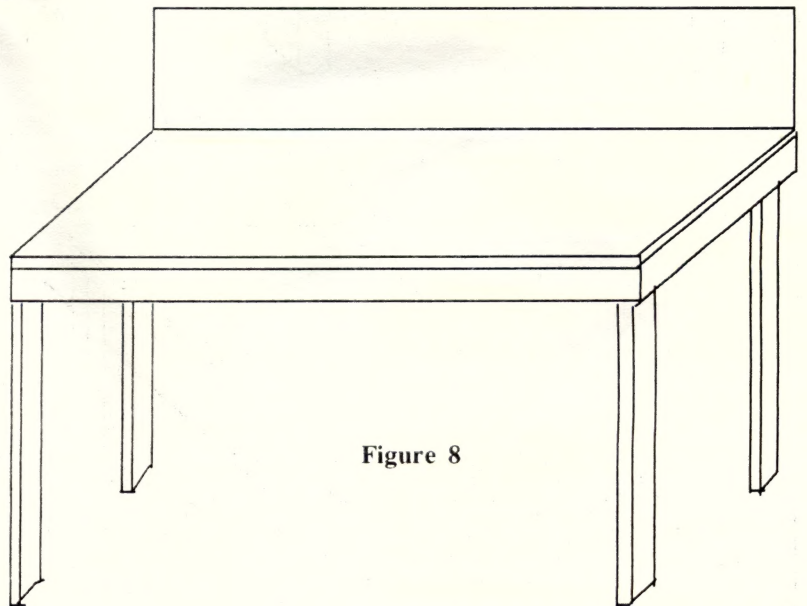


Figure 8

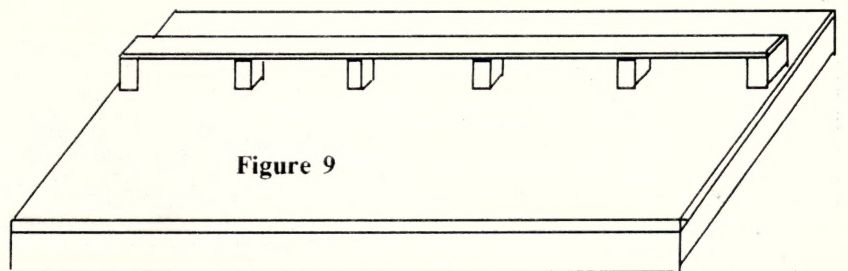


Figure 9

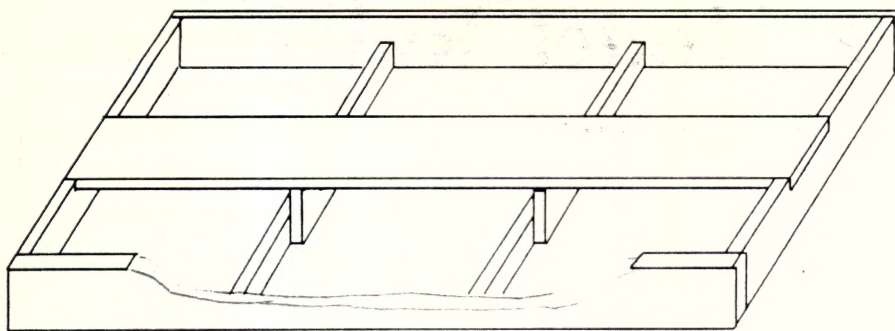


Figure 10

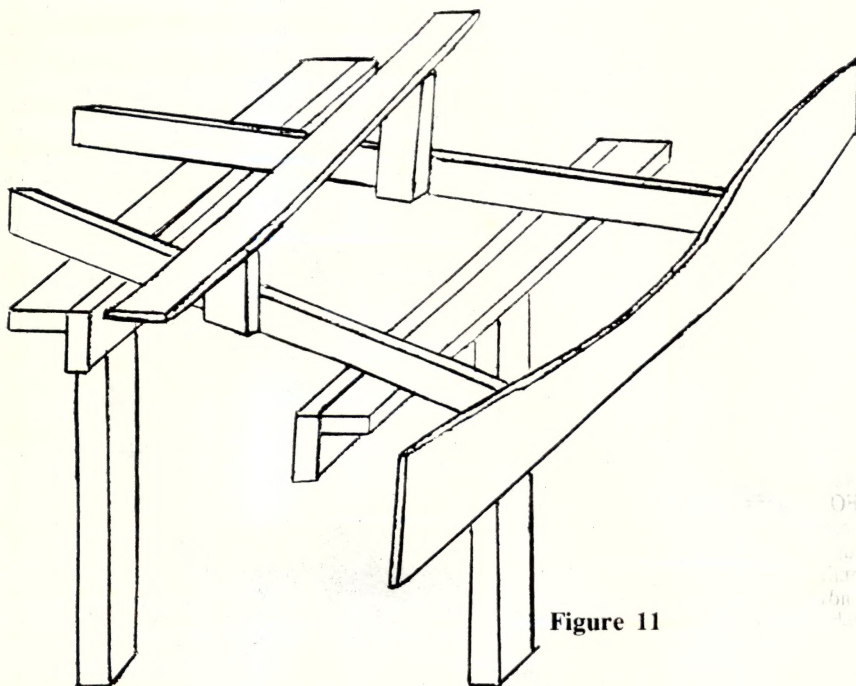


Figure 11

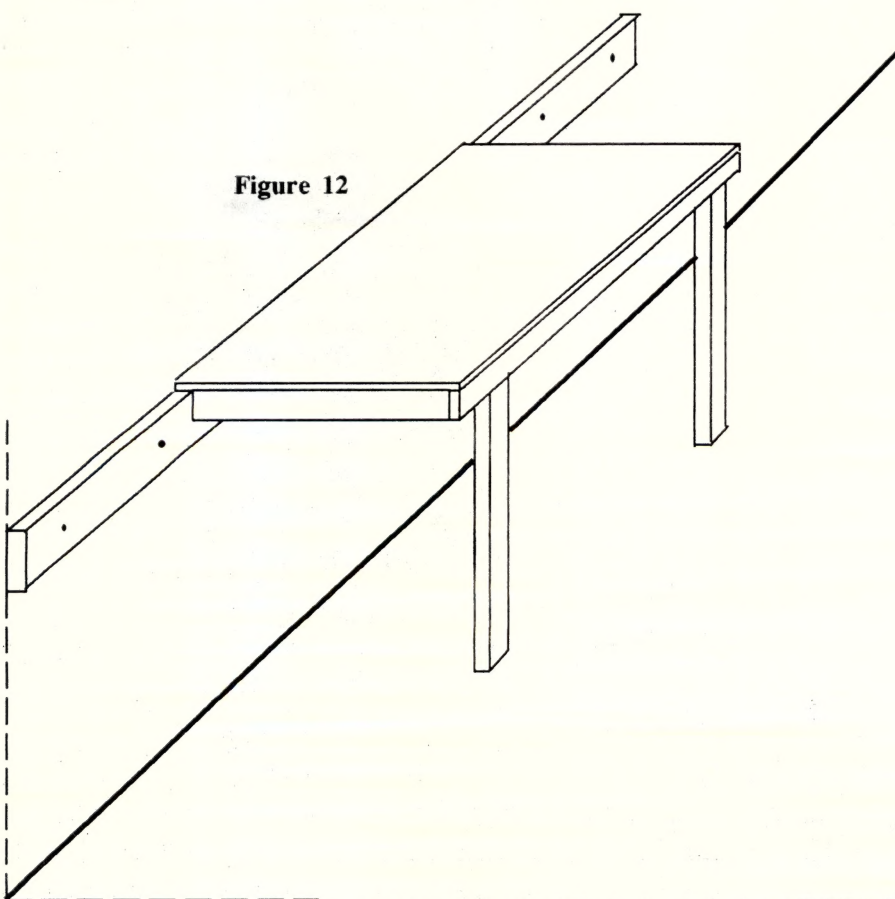


Figure 12

L-Girder construction is an alternative method of open top construction for fixed layouts which uses less timber than the conventional frame type construction, but is not moveable (figure 11).

A train set begins by being set out on the floor or on a table. Eventually, however, the train set will be placed on a board. This board is usually of the solid top type of construction. We can therefore say that a layout using open top or L-Girder construction is part way toward being a model railway. Not all solid top layouts are train sets, so we still haven't come up with a clear-cut difference.

I have already mentioned that L-Girder is only able to be used for fixed layouts, so let's next consider what types of layouts that we can have when we consider this aspect. The first type obviously is the fixed layout where the layout is constructed in a fixed location and can only be moved by partly or fully demolishing the layout. A layout of this type is often fixed to the walls of the room in which it is located instead of having legs at the back (figure 12). A layout where the board joins have been ignored and track and scenery laid without provision for separating the boards also falls into this category.

The next type of layout is the transportable layout. This is a layout made up of one or more boards which are fairly large in size. At least two people are required to lift each board in order to transport the layout from one place to another. A layout of this type may be shifted in order to clean the room when moving or to take it to an exhibition, but normally it remains in the one place and cannot be readily packed away between operating sessions.

Portable layouts are built on smaller boards which are easily handled by one person and can be packed away between use. This type of layout is ideal for use when there is no permanent site for the layout.

Modular layouts are similar in construction to portable ones, except that with a modular layout the various modules that make up the layout (each consisting of one or more boards) may be assembled in a different order each time that the layout is brought out for operation.

The train set on a board usually falls into the transportable category, but is sometimes fixed or portable. This aspect of model railways can therefore give us a further indication of the difference, but will provide us with no clear-cut boundary line.

Let us now move on to considering the track on the layout. It used to be that you could tell the difference between a model railway and a train set by the type of track used; model railways used scale hand-built track, while train sets used vastly overscale tinplate.

The situation today is not quite so straightforward. Track today comes in four varieties. These are set-track, flexible track, track built from kits and scratchbuilt. All four of these types can be built from kits and scratchbuilt. All four of these types can be just as much to scale and can look just as realistic as each other.

The main area of difference between a model railway and a train set today, with regard to track, is not which type of track is used, but more how the track is used - the track plan of the layout. The minimum radius used for curves and turnouts on a model railway is usually greater than is

used with a train set. Yes, sharp curves can have their place on a model railway, but they are usually hidden away behind the scenes and in places where the sharper radius will not be so obvious. A train set on the other hand usually uses set-track with its sharp radius curves out in plain view.

The next aspect to consider is the type of models that are to be run on the layout. Ready-to-run models are those which can be purchased, taken home, checked to ensure that their wheels are to gauge, and then placed on the track and run. These models are used on both model railways and train sets, but the train set owner is less likely to check the gauge and hence more likely to have derailments.

Kit built models are available for locomotives, rolling stock and scenic structures (buildings, etc). They provide a ready source of additional models of items which may not be available in ready-to-run form. With the train set, this type of model is usually restricted to scenic structures.

Kit bashed and proprietary bashed models form another source of different models for the model railway. A ready-to-run model or a kit is modified to make it into something different from what it was originally intended to be. Minor variations between models in the same class can be relatively easily produced. With more effort, something completely different from anything available in ready-to-run or kit form may be produced.

Scratchbuilt models are those which have been created entirely or mostly from scratch. The layout owner conceives of something which he would like to have for his model railway, but is unavailable in ready-to-run or kit form. He therefore obtains all of the basic materials and makes up the model himself.

The standard of detail in models that can be purchased today is such that for many people the standard of shop bought items is higher than they feel that they can do for themselves (which may or may not be true). A model railway cannot therefore be distinguished from the train set on the basis that only ready-to-run rolling stock is used.

When we consider all of the above aspects of a layout, we find that there is no one aspect that can be used to determine whether a layout is a model railway or a train set. Even taking all of the aspects discussed so far together, there is still an overlap between model railways and train sets. There is no clear-cut boundary between a model railway and a train set with regard to the physical aspects of the layout, although some layouts quite obviously fall into one category or the other. No wonder some people have trouble telling the difference. So how can we tell the difference? Let's try a different approach.

The purpose in building a layout can have a great effect on whether a model railway or a train set is built. If the purpose is to play trains or to enable your children to play trains, then the train set is the ideal solution. A train set layout can be assembled in a much shorter time than a model railway, for a lot less money, and will fit in a relatively small space.

Another purpose in building a layout may be that of the collector. There are a number of people whose main interest in model railways is the collection of old Hornby Dublo tinplate or Marklin to give just two examples. These people may also find that the train set approach suits their

purpose.

There are people whose main interest is to scratchbuild locomotives. These people are not necessarily interested in the rest of the railway scene, but require somewhere to test their locomotives. Again a train set like set up may be the solution.

The beginner who has yet to obtain any real knowledge or experience of how to build a model railway usually begins with a train set like set up which he uses to experiment with. He uses this to gain knowledge and experience. He can decide to tear down and rebuild over without it costing him a great deal of money and time. Eventually he may find that he has moved on and that it is a model railway that he is building and not a train set.

The train set has its place. It satisfies the needs of many people whose interests lay in areas where a model railway layout is not needed. There is nothing wrong with this, and these people get as much enjoyment out of the hobby with their train set as others do with their model railway.

There are other areas of interest where a model railway becomes a requirement rather than an option. When your interest lies in model railway construction and/or operation, then a train set type of system just won't do.

The first stage of building a model railway is **PLANNING**. A train set may be built and grow to suit the desires and needs of the owner, but a model railway must be planned.

There are many aspects of a model railway that need to be planned properly **BEFORE** construction of the layout commences. Some of these have already been discussed. What type of model railway is to be built (continuous run, end to loop, end to end)? Will it be fixed, transportable, portable or modular construction? Will it be solid top, open top, or L-Girder construction? What type of track will be used?

There are other aspects that also need to be considered before construction commences, it is working out your answers to these questions that really determines what type of model railway that you will build.

Which prototype will your layout be based on? Will your layout be a model of a specific location? Will the layout be based on the practices of a specific railway company? Or do you intend (after careful study of various prototype railways) to invent your own freelance system?

What period is the layout meant to represent? Is it a specific day, week or year? Is the period more general (say a 10-year period)?

What models are available for your prototype in ready-to-run or kit form? Will you need to kit bash or scratchbuild? Is there enough ready-to-run to get you started? Do you feel confident that you can handle the amount of scratchbuilding necessary to achieve your goals?

Will the layout be a main line route, a secondary line route, a branch line, an industrial line? Main line doesn't necessarily mean double (or triple, etc) track; some main line routes had single track, did you?

Is your main area of interest construction or operation? This is the key factor in determining what type of model railway is built. If interest does not lie in one of these two areas (and most of us are interested in one or both of these), then it is very prob-

able that a train set layout will be built. Only if there is sufficient interest in model railway construction and/or operation will a model railway layout result.

The actual layout that results will depend on which of these areas is the area of major interest. If construction is the main interest, then perhaps the layout will end up with a continuous run overall, but other aspects will clearly indicate that the layout is a model railway rather than a train set. Many of the structures used for the scenery will be modified kits or scratchbuilt. Attempts will have been made to make the scenery look realistic, even if the build lacks the necessary skills to build things for himself and must rely on kits for most of his buildings. The modeller who enjoys building model railways will usually attempt to make his layout look like a model railway. He will usually avoid sharp radius curves and will only use solid top baseboards when there is a reason for it.

On the other hand, if operation is the major interest, then the layout may end up on a solid top board using train set style sharp radius curves in order to fit as much operating potential into the available space as possible and using entirely ready-to-run rolling stock and kit built buildings (if it has scenery at all). It is this type of layout where it becomes hardest to tell the difference. Two people could build almost identical layouts, one who only wants to play trains, the other who wants to operate a model railway. It would then be impossible to tell whether they were train sets of model railways just by looking at them when no trains are running. The task would be much easier when you see the layouts operating. The person who enjoys model railway operation will be running trains with a purpose. Each train would go from one point to another; if it circled the mainline a number of times, then it would always be the same number of times to represent the distance between the two end points of his railway. There would always be something happening on the layout as the various trains were moved purposefully between the various parts of the layout. At an exhibition there may be a commentary or a printed timetable, but even where there is not, you would be able to ask the operator what is happening and he would be able to tell you.

Of course there are some modellers who are interested in both construction and operation. There is usually little doubt when looking at their layouts, particularly when the trains are running that what you are looking at is a model railway.

There is nothing wrong with the train set. If it suits your purpose to have a train set, good luck to you. Those modellers who would like to build a model railway, but always seem to end up with a train set like layout should consider the things mentioned in this article. If you sit down before you start building your layout and consider all of the aspects mentioned above, then no matter what your level of experience or ability, you will be one step closer to achieving your objective.

The key to building a model railway is to plan **BEFORE** you start. Consider all of the alternatives so as to choose the arrangement that best suits your needs. You may discover new things as you build the layout that require minor changes to what you intended, but the basic arrangement will remain unchanged and you will be far happier with the result. □

Background to Scales and Gauges

By Glenn Watson

Have you ever peered at those diagrams where the different scales of engine outlines are superimposed on each other, and wondered how the prototypes, scales and gauges have come to be so complicated? Why millimetres, feet and inches have combined in all sorts of awkward ways to confuse the modeller? Then read on.....

The First Prototypes

George Stephenson's famous original steam locomotive The Rocket ran on rails with a gauge of 4'8-1/2" (1435 mm), based on the ancient Romans' horse-drawn carts and chariots. This has remained unchanged, and this 'standard gauge' has spread throughout the world. But George is to blame for establishing just about the most awkward dimension possible for exact scale reduction, producing an almost unworkable figure. As a result, rounding up or down of the gauge is necessary in every scale.

Gauge and Scale

Probably the most interchanged and misunderstood terms in all model railway vocabulary. The word 'scale' refers to the ratio between the model and the prototype, expressed as some form of direct comparison: in a fraction (e.g. 1/160th) or a ratio (e.g. 160:1), or as a written statement (e.g. 10 feet equals three quarters of an inch). 'Gauge' refers to the distance between the running rails of the track itself, be it the real thing or the model. Prototype gauges wider than the standard gauges are called 'broad gauge', and those with a width less than standard gauge are called 'narrow gauge'.

It is, however, when transferring these terms to the model that it may become confusing. Many different miniature gauges have been adopted by modellers to recreate different prototype gauges. For example, in model terms it is possible to run both a standard and a narrow gauge locomotive on track of 9 mm gauge, but the narrow gauge loco would be of a noticeably larger scale.

1 Gauge

Gauge 1 can generally be taken as the dividing line between model railways and miniature railway engineering. The track is 1-3/4" (45 mm) wide and the linear scale of the models is 3/8" to the foot, ratio 32:1. In recent years this has become 10 mm to the foot, or 30:1, a less correct value for the width of the track.

It is now eighteen years since Alvin Toffler had his momentous classic 'Future Shock' published, in which he detailed a little of the rapid rate of change which has been sweeping the world and how old established traditions have been, and are being dispensed with willi-nilly in a helter skelter headlong rush to grasp the new and the modern. This 'Future Shock' business has had fearful ramifications for the railways and we can all list and detail many ways in which the old has given way to the new.

It really is a lot more than steam giving way to diesel and diesel giving way to electric and electric giving way to whatever comes along next. The whole of the traditional railway systems is in the process of being overturned, rationalised, systematised and

0 Gauge

The linear scale is 7 mm to the foot, giving approximately 43:1. This mixture of imperial and metric is difficult to explain. The gauge started at 1-1/4" (31.75 mm), but more recently has been standardised at 32 mm. This results in some inaccuracies, because at 43:1, the track actually scales more closely to 33 mm. In the United States, which still has not fully converted to metric, an alternative scale has been adopted, that of 1/4" to the foot, giving 48:1. However, despite the easier scaling, this is no better for accuracy of track gauge, because Americans use the prototype standard 1435 mm track as well, which scales to a 30 mm gauge!

S Gauge

This gauge is exactly half the size of 1 Gauge and has some of the most consistent and accurate set of standards in the hobby. It is an entirely non-metric size: 7/8" (22.3 mm) track gauge, scale 3/16" (4.7 mm) to the foot, and a scale ratio of 64:1. 'S' stands for 'seven', 'sixteenths' and 'sixty-four', all important dimensions in this scale.

HO Gauge

Literally 'Half O', this scale originated in Britain in the 1920s. This is now, ironically, the most popular scale in most countries, other than Britain. The scale ratio is 87:1, giving a track gauge of 16.5 mm, and a scale of 3.5 mm to the foot. Early Continental and American modellers in Australia adopted this scale over 00 and it has been established ever since.

00 Gauge

The origins of 00 are older than HO and it has an easier linear scale of 76:1. But when the first commercial models were produced for HO gauge, the bulky electric motors of the time refused to fit into the slimmer British outline locomotives. Many manufacturers then chose to increase the scale for British prototype to the older established 4 mm to the foot. However, the HO gauge track used for these models is proportionally 7" narrower than the correct prototype gauge of 1435 mm (4'8-1/2"). By the time miniature motors were developed enough to resolve the problem, 00 scale had taken too strong a foothold.

EM Gauge and its Descendants

Shortly after World War 2, some British modellers tried to correct the problems of inaccuracies in 00 gauge by making the wheels of their 00 scale models fit home-made track of 18.25 mm. This became known as EM gauge, still retaining the proportions of 76:1. During the 1960s, even better wheel/track standards were developed with the adoption of the virtually accurate 18.83 mm track gauge. This is known in Britain as either Protofour or Scalefour, depending on the precise system followed.

TT Gauge

Literally 'Table Top', this standard is also variable. The scale is quite widely used in America, where the proportions of 120:1 use the accurate track gauge of 12 mm. However, in Britain, manufacturers adopted 3 mm to the foot (100:1), which is even more distorted than 00. TT has a small, but devoted following in Australia, and a few commercial items are coming to light.

N Gauge

N stands for 'nine', which refers to the 9 mm track gauge of this 160:1 scale which became prominent in the 1960s. It is the world's most popular gauge after HO. In Britain, once again, the scale differs as about 148:1, or 2 mm to the foot (GOO?). Some British modellers have chosen 9.5 mm track gauge for their models to solve the usual track gauge inaccuracies. Imagine modelling in Britain with all its variations!

Z Gauge

The smallest commercial scale in the world, 220:1, was established in the early 1980s by the German Marklin manufacturers in an effort to lure miniature toy train enthusiasts away from N scale, where the main advantage is the saving in layout space. Obviously the scale of Z gauge is not conducive to actual modelling, but if space is at a premium and German or American prototypes take your fancy, then make use of the range of commercial accessories and rolling stock available. However, the price for a Z gauge item is just the same, if not more, than for an HO or N scale equivalent.

References

The basis for the information contained in this article is the Encyclopedia of Model Railways, edited by Terry Allen. It is a British publication, by (appropriately) Peerage Books.

Big Black Blocks

By Ted Ward

illegitimatised, in small ways as well as big.

Long established workshop methods and techniques are sometimes being given short shrift if tradition is their only claim to justify their existence. In one workshop, passenger bogies have been overhauled for thirty years at least by sending the wheels to the Wheel Shop for overhaul and then placing the bogie frames on big black blocks to render them accessible for routine maintenance.

The blocks have now been declared redundant and have been dispensed with as being of no further use. According to

workshop legend, the blocks were originally cut from the timber of a local bridge which was being renewed. The dimensions of the blocks were 12"x12"x18" (300mm x 300mm x 450mm) and originally would have had the hue of fresh cut timber (hewn?) timber. In use, the blocks sustained a gradual and finally complete coat of black paint used to refurbish the passenger bogies before they went back into traffic under an overhauled carriage.

To model these big black blocks, simply divide the dimensions by your scale ratio, using a pocket calculator. The ideal material would be genuine hardwood, as the softwood usually used by modellers is inappropriate. The blocks can be left

Continued next page

It Occurs to Me - Part II

by R T Blodkin

The question is often asked - Why do grown men get interested in trains - and similarly - Why do grown men play with toy trains? Quite often these questions are asked with just a tinge of mockery.

Now, it is a recognised human trait to be afraid of or make fun of what is not understood. Well, trains and model trains are nothing to be afraid of so it seems pretty certain that the mickey takers simply do not understand. What's more - a lot of them don't want to know. They are just plain ignorant. They have no interest and, in a lot of cases, just enjoy poking fun at such as us.

It is a pity that people cannot be properly educated. Take, for example, another moving hobby, hot-rod cars and drag racing cars. These take a lot of time and a lot of money and can be downright dangerous at times. But I have never, so far, heard these pastimes made mock of. Collecting stamps is another popular hobby. Not dangerous, but like a lot of other collecting hobbies, can be very expensive. Yet rarely, if ever, ridiculed.

Of course, there are those that are just unfortunate enough to be unable to distinguish between partridge and pheasant, salmon and trout, chalk and cheese. I recall an incident, many years ago, on the end of Platform 13 at the world's busiest railway

station, Clapham Junction. I was aware that I was not alone and turned around to behold a sight that surprised me. There was this person of the female persuasion, of billowing form and large, like a galleon in full sail. She was dripping with furs, fingers liberally sprinkled with rings, and more pearls around her neck (incidentally with more chins than the Hong Kong phone book) than a whole bedful of oysters. She was accompanied by a small boy, clad in an obviously very new prep school uniform, clutching a notebook and pencil. I would image that, when asked what he would like to do for the last day before being bundled off to boarding school on the morrow, he had opted for some train-spotting. Possibly he was her grandson.

When they got closer, I heard granny, in her best gushing tones, say to the lad - 'Oh! Look at all those lovely puffers!!!'.

At that moment there wasn't a steam locomotive in sight, only about half a dozen EMUs of various types.

Now her remark was not intended to be facetious. She was trying to make conversation for the boy. To her, a train was a train was a train. She was just, so it happened, abysmally ignorant. Had she, at

some time or place, been given some information on trains and railways, in general, she probably would not have made such a gaffe. She needed a little education.

Now that is the point I am trying to make. As railway and model railway enthusiasts, we have to suffer apparently foolish people who are not really foolish in most cases, but ignorant and uneducated in a particular direction. Instead of taking offence at some remarks and utterances, we should first wait a little to ascertain if they are due to simple ignorance or are deliberate mickey taking. If the first, we must exercise a little patience, and, if the opportunity arises, try to put the particular speaker wise by providing a few simple facts and guide them along the paths of sweetness and light.

If we are unlucky enough to have come up against a deliberate mickey taker, the best thing to do is take absolutely no notice of them. Nothing annoys such people as much as being completely overlooked.

So, wherever and whenever we can, let us try to spread the word according to the gospel of scale and gauge. But do not waste our seed on the stony ground of the stupid, who do not want to have the benefit, for there are none so stupid who like being stupid.

That's enough moralising for this time!

The Editor
AMRA Journal
Dear Sir

CAUSTIC COMMENT

Although now retired after 35 years in the chemical and petroleum industries and believing that I had forgotten more chemistry than I had been taught, my eyes did a 'double take' when I read the article titled Caustic Comment by Frank Sheeran in the July/August issue of Journal, in which he relates the sad experience of one member of the Hornby Railway Collectors Association of Australia (Bob) and the comments of another (David).

David said (inter alia) 'The composition of caustic is such that it is designed to corrode organic matter...'

Poppycock! Caustic, usually taken to mean sodium hydroxide (or caustic soda), has different reactions with different organic compounds. For instance, it will saponify (or turn to soap) acidic organic compounds such as the fatty acids. An example of this is the manufacture of soap by reacting caustic soda with animal fats, such as 'dripping'. With many organic compounds, there is absolutely NO REACTION, a characteristic used commonly in the oil refining industry in the past to extract acidic and troublesome organic compounds from certain products without in any way affecting the 99.9% of other

The Pop Valve

organic compounds in the product.

David goes on '...and it may contain small amounts of Nitric Acid (nitrogen acid), a highly corrosive and caustic liquid...'. More poppycock!! Nitric Acid is indeed a highly corrosive acid (to certain, but not all metals - e.g. titanium and tantalum are quite resistance to hot Nitric Acid) and may be said to be 'caustic' if by that term 'corrosive' is meant. The former term is usually reserved (by the chemist, at least) for aggressive alkaline substances. However, to claim that there can be a bit of a very strong acid (Nitric) contained in a very strong alkali (Sodium Hydroxide) is pure nonsense. The two would react so quickly and violently to form sodium nitrate and water that you wouldn't be able to say the proverbial 'Jack Robinson'!

And David continues '...plus hydrochloric acid (hydrogen and chlorine), which is able to dissolve gold and platinum...'. Again, hydrochloric acid, a very strong acid, cannot be contained in small amounts in a strong alkali such as sodium hydroxide, for the same reasons as set out immediately above. Hydrochloric acid, by itself and however strong (as a point of interest, it cannot be made stronger than about 32% by dissolving in water anyway!), has no effect on gold or platinum - it is only when mixed with Nitric Acid in the proportions of 3 to 1 that the mixture, termed 'aqua regia' has the ability to dissolve gold and platinum.

And some more from David on Phenyl; '...it is nothing more than a powerful antiseptic and disinfectant derived from coal-tar (bitumen). It apparently contains no harmful acids...'. Still more poppycock!!

The mixture commonly known as Phenyl is indeed derived from coal-tar (which is NOT bitumen - this term is usually reserved for the very heavy residue derived from the refining of crude oil). By fractional distillation of the raw coal-tar, derived from heating coal up to about 900 to 1200 degrees Celsius in the absence of air, a number of distillates are obtained. The one called Phenyl, has a number of phenolic compounds in it, the main one being Phenol itself. Phenol is an organic acid, albeit a weak one, but an acid nevertheless. It also has a high solvency effect on organic compounds used in paint bases and this is no doubt why it was successful in Bob's second paint stripping operation.

The clue to Bob's troubles lies in his second letter to the HRCOA 'Collector' wherein he disclosed that he had found a Meccano metal strip in the caustic bath he had used and which had resulted in severe pitting and perforation of his Hornby Dublo N2 loco body. It acted, as he suspected, as if it was a plating bath. What had happened was that the body of the Hornby Dublo N2, made of an alloy of approximately 95% zinc, 4% aluminium and 1% copper acted as a 'sacrificial anode' to the piece of steel Meccano strip that was also in the bath of caustic solution, which acted as a perfect electrolyte for the action.

Zinc is higher up the electro-chemical table than iron and more easily loses its orbital electrons than does iron, so making it more liable to go into solution (as zinc ions, Zn++) than iron, when the two are in contact with each other and when situated in an electron conducting medium (an electrolyte) such as caustic soda.

It is this 'sacrificial' quality which is used to advantage in industry when zinc (and magnesium) is used as a means of protecting steel equipment from corrosion in closed systems such as sea water cooling

Big Black Blocks (Continued)

unpainted, as new, or partly or completely painted black as they became in their later years. Four were used for each bogie and sometimes eight were used, with the blocks being stacked two high.

Modelling a now redundant tradition like that described is another way of stopping the hands of time.

pipework and tubular cooling equipment or when buried underground, such as pipelines. Zinc anodes are used extensively in the oil and power generation industries wherever the sea is used as a source of coolant, because salt water is very aggressive to steel. A similar sacrificial anode system, although usually of magnesium, is used as a protective agent in the storage cylinders of hot water systems which are usually made of steel, but coated with a vitreous enamel - the anode is there in case a small hole develops in the vitreous lining. Naturally, the zinc disappears into solution while doing its protective role and the zinc anodes have to be replaced periodically. In fact, they often look just like the loco body in the degree of pitting experienced.

I was interested to read that Bob had tried the caustic dipping technique before with Hornby Dublo bodies without any trouble. The alloy used for the Hornby Dublo equipment before World War 2 was of a very uncertain quality and there are many cases where wheels and bogie units have disintegrated without going anywhere near a caustic bath! The problem appears to be as a result of the inclusion of about 0.1% of lead in the zinc used in the Mazak alloy. This problem was not unique to the Hornby company and eventually tight limits were imposed on the impurity levels allowed in the zinc. These were -

Selenium (Se)	0.075%
Cadmium (Cd)	0.0003%
Lead (Pb)	0.0003%
Tin (Sn)	0.0001%

and the alloy itself strictly controlled to the following formulation:

Aluminium (Al)	3.9 to 4.3%
Copper (Cu)	0.975 to 1.25%
Magnesium (Mg)	0.04 to 0.06%
Zinc	remainder

Personally, I would be loathe to put a zinc alloy casting into a caustic soda solution anyway, as zinc is soluble in both sodium and potassium hydroxide solutions, but not in ammonium hydroxide solution. Strangely enough, commercial zinc of very high quality (99.99%+) is attacked by neither dilute hydrochloric acid nor dilute sulphuric acid, but the other less pure grades are attacked by these acids to a degree which increases with increasing impurity content. It could be that the resistance of the zinc based Mazak alloy to caustic soda solution attack is the other way around, i.e. the higher the degree of impurity the less the attack - my chemistry memory data bank deserts me on this one!

Overall, I think that the 'sacrificial anode' principle was the cause of Bob's troubles, but as I said above, I would be loathe to try a caustic bath on a zinc based alloy without having a trial on a small section first. The same caution should apply when using any solvent to remove paint when you are not sure of the effect that the solvent may have on the material beneath the paint, i.e. try a test patch, on an out of sight place, first!

PS 7/11/89

I went to our local library tonight and discovered that it is only strong solutions of Sodium or potassium hydroxide that dissolve zinc. I would think, therefore, that the 10% solution strength usually employed for paint stripping would be okay in the absence of another metal in the bath, such as a Meccano strip!

Alan Porter BSc (Hons)

The Editor
AMRA Journal
Dear Sir

I am writing to request, through Journal, information on any available metal wheelsets suitable for N gauge PECO wagons.

I am currently constructing a layout using hand-laid points to NMRA fine scale N gauge standards, and the moulded plastic PECO wheelsets do not have the correct back-to-back dimensions to run through these points.

I am loathe to compromise the excellent appearance of the fine scale points to accommodate a particular brand of equipment, but have too many four-wheel wagons with PECO chassis to consider replacing the entire chassis, hence my desire to replace just the wheelsets.

Should any readers know of suitable replacements, could they please contact me, preferably through the pages of Journal.

Regards

Geoff Perkins
Queensland

The Editor
AMRA Journal
Dear Rex

There was an interesting letter in Pop Valve in Journal 193 from Ted Thoday regarding WD40.

An equal result I have found can be obtained by the use of RP7 which can be bought at most garages and service stations here in Victoria.

I would like to suggest that when a fellow modeller finds a product which can be of use to others, that they do as Ted Thoday has done and let others know about it. It would be of greater help if they could be told where to get it.

Happy modelling

Cedric Rolfe
Victoria

Editor
AMRA Journal
Good Morning everyone

It would appear that a number of people have been getting confused regarding the articles and letters written by myself and the other Steve Chapman. Yes, there are two of us, we both have written for Journal, and we both live in New South Wales.

To clarify this so that we don't keep getting each other's phone calls, I have been writing the articles that have been appearing regularly in Journal for the last 18 months. The other Steve Chapman has written the letters regarding use of computers in model railways.

So that there will be no confusion regarding who wrote what in future, I will change the way that my name appears on any articles that I place in Journal to include my middle initial (Rex can you please change the CREDITS and Phil can you please change the next printing of Federal Committee for Members File).

Until next issue.

Steve J Chapman
New South Wales

WE DO LOVE OUR WIVES MORE THAN OUR TRAINS, DON'T WE?

(Extract from 'Branchline')

I don't know how many times I've heard somebody say, 'The wife is going to kill me for this'. He's just bought a new locomotive or something and it doesn't seem to matter how cheap it was; or even if it was the most fantastic bargain in the world. He just knows the wife is going to complain!

Some of my customers even bring their wives with them and ask their permission before making a purchase. For some reason, this tactic seems to work. When confronted with the decision, in public wives tend to say things like, 'Buy it!', or 'Why ask me, I don't know', or even 'Why don't you buy the lot, you'll never see them at this price again'. I think the husband's idea behind this is that having agreed in public the wife loses the right to complain in private when they get home, and I can see the benefit of that.

I know one elderly couple, Dutch I think, who always come round together. They have a lengthy debate over each item, then make a modest purchase and leave in complete harmony about the whole transaction. I can never get my wife into a train shop - she'd rather wait outside in the rain, or, if it's going to take more than two minutes, go off somewhere else. (Of course, if there's nowhere else to go, then I'd better be finished in two minutes!) Many times on our way home from a Sunday drive, we've gone past Jim Preston's shop in Canning Highway. It's very tempting; a friendly chat and a bit of a look around. I stopped in once, but never again! Keeping the wife waiting for 15 minutes on a Sunday afternoon is a crime on a par with adultery. Now we just drive past.

I just don't understand why wives feel jealous of model railways. You can't 'love' a model train; so you certainly can't love it more than your wife. Sometimes I think I should try another hobby, just to give her a change. Going down to the pub perhaps, chasing younger women, racing the motor bike again.....

Andrew Morling

HINTS AND TIPS

Don't throw away small pieces of left over rail as they can be used in many ways as in the prototype.

Pieces 364 cm long may have small holes drilled in them with a No 60 drill with the appropriate spacing and used for fencing around yards, etc.

Another use is for stanchions on the sides of a turntable. Hold one end in the vice and split the web of the rail to within 0.5 cm of the end, then bend the bottom part out, then drill holes of appropriate diameter and depth and drive in a light tap or two with the hammer.

Cedric Rolfe

Wanted

Short (or long) hints and tips to fill small spaces like this. How about sharing some of your wisdom!

On the Buses

by Alan Porter

(extract from 'Branchline')

If you're a modeller of things British, sooner or later you'll have a need for a 'typical' British bus to adorn the station forecourt, having either delivered passengers for the train now arriving or awaiting the arrival of the next train to disgorge its passengers. If it's a mainline terminus station or a suburban commuter centre, it's more than likely that your bus(es) will - or should - be double deckers, but if your station is Little Blogsworth at the end of the branch line from the junction, then it's more likely that your bus (and probably only the one will be required) will - or should - be of the single deck type.

Okay, but where do you get realistic scale sized buses to suit your purpose? If you're a modeller in one of the 4 mm scales (00, EM or S4/P4), your choices have been limited to the cast metal kits such as those offered by Pirate Models, W & T, Anbrico and ABS on the one hand and the offerings of the 'toy' trade such as Dinky Toys, Corgi and Matchbox on the other hand.

The cast metal offerings have generally been in the UKL8 to UKL12 range (or \$15 to \$25 range after you've imported one, hopefully duty free), but have been good representations of 'the real thing' generally. The 'toy' trade offerings have been few and far between and have generally been available for less, but with the advent of the collecting hobby, their prices can often be in that range, or above!

The mainstay for double decker buses was for many years the well known Dinky Toy N 29c, later to be renumbered 290 and 291. Started by Meccano in 1938, it was Dublo scale to quote from Dinky Toys and Modelled Miniatures, which is Volume 4 of The Hornby Companion series published by New Cavendish Books and probably the definitive text on these models. That is to say, it is scaled at 4 mm to the foot. It lasted until about 1963, having at various stages three different radiator styles and thus representing, it is claimed, AEC/STL, AEC/Regent II and Leyland/STL variants. The pre-war models had a stairway to the upper deck, but this was not a feature of any of the post-war models. None had seats on the lower deck, an upper deck floor or upper deck seats or form of glazing to any of the windows. Put bluntly, it was fairly basic. But, it was to 4 mm scale, it was claimed. They were 100 mm long (25") x 30 mm across the body (7 1/2") x 55.5 mm high (13 1/2") on a 64 mm (16") wheelbase with a 27 mm (6 9/16") track, but with only single wheels at the rear, not dual wheels. There were also five different bodied single deck buses in the Dinky Toy range, all allegedly to Dublo scale, but to my eyes, some do look distinctly larger than that. They were 29e - Single Deck bus, 29f - half deck Observation Coach, 29g - Luxury Coach, 29h - Duple Roadmaster Coach and 283 - BOAC Coach. As you can see, none of these is really appropriate in the station forecourt and, as with the double decker bus, are now in the 'arm and a leg' class as regards price.

In 1963, Meccano introduced their model of the Routemaster double deck bus, almost simultaneously with the Corgi model (No 468) of the same prototype. The review in Railway Modeller of the Dinky Toy version (121 mm long = 30 1/3") was that it was too

long and marginally too wide to represent the Routemaster prototype. (The Corgi version is 114 mm long = 28 6/16", 34.4 mm wide = 8 7/8", 61 mm high = 15 1/3", on a 68.5 mm wheelbase = 17 1/2" and a 37.5 mm track = 9 1/4" with single rear wheels.) Both Corgi and Dinky Toy models had seats on the lower and upper decks, an upper deck floor, glazing on all windows and a seated driver. The Corgi one had a yellow haired conductress standing on the rear platform - very realistic and before expatriot Pakistani conductors appeared on the buses.

The Corgi Routemaster lasted until 1975 when the large, but similar No 469, replaced it. At 123 mm long, this suffered the same problem as the Dinky Toy No 289, i.e. it was too long for 4 mm use. The Dinky Toy No 289 lasted until closure of the Meccano factory in 1980.

In 1962, Meccano introduced a model of the Leyland Atlantean double deck bus, No 292. This was a model of a rear engined bus with air operated access doors at the front only. A review in the September 1962 issue of Model Railway Constructor states this model to be to 4 mm scale, noting that as the prototype is all of 30' long x 8' wide, the apparent bulk of the model is quite acceptable. This model, at 121 mm long, was discontinued in 1968, but a larger version (123 mm long), the Leyland Atlantean City bus, appeared in 1974 with centre doors, as well as those at the front. This type of bus, as the name says, is a 'city' bus and would only be seen at the larger railway locations.

Another double deck bus, introduced in 1985, is the Matchbox Y23 open top AEC bus of 1922 vintage (the S type). This is to 1/72 scale, has all seating in place, but no glazing. It has come out in a number of different liveries ('General', 'Express') and would be suitable for a 'between the wars' time slot if that's your scene.

But now, we're being treated to a veritable feast of excellent 4 mm scale (1/76) model buses....

First, there has been the Exclusive First Editions' AEC Regent double deck bus in London Transport red livery (with No 38, Hackney to Victoria destination boards) and in Greenline green livery (with 'Special - Railway Relief Only' destination boards) labelled as being to 00 scale. With all windows glazed, dual rear wheels, seats on both decks, 104 mm long, 30.5 mm wide and 58 mm high (26" x 7 8/8" x 14 6/16") on a 65 mm (16 3/8") wheelbase, it's absolutely exquisite and certainly looks the part, more so than the alleged same model by Dinky Toys. Mentioned in Shop Talk in the August issue of The Branchline as being available at \$12.95 from the end of August from Mackstamps, new stock seems to be a couple of dollars dearer, but certainly well worth the money!

And now, there's the Matchbox Y5, 1930 Leyland Titan TD1, also to 1/76 scale. Useful for pre-war and immediate post war time slots, this one is in Southdown green and cream livery with all seating in place, dual rear wheels, but no glazing. This, coupled with somewhat heavy moulding of the window pillars, makes it more 'toy like' than the EFE buses already described. Even

so, it's a great improvement on the Dinky Toy buses we've had to use until now. No doubt, Matchbox will bring it out in a number of other liveries in due course. At the moment it costs you \$12.95 at Mackstamps and other Matchbox Models of Yesteryear outlets no doubt.

In the plastic kit arena, there's been the KeilKraft 1/72 model of a 1920 open top B-type London bus. A nice model, but one which would not probably have been seen after World War 2.

As far as single deck buses are concerned, things have been much more difficult. There's a 1/72 KeilKraft kit of a Greenline T-type motor coach with an AEC type radiator, and this too makes up into a nice model. Then, there's a Merit kit of a 1927 Maude's ML3 with Buckingham body. This one has a luggage rack on the roof and is just the shot for your branchline terminus station forecourt. The other (and last) one is the Lledo Days Gone single deck bus described in The Branchline December 1986 issue and expanded upon by Kevin Derrick in the June 1987 issue of the same publication. Although its identity is still a little 'sus', but perhaps a Bristol LG5 of ca 1939, it's a nice little bus to have on hand at your country station.

This model is listed in John Ramsey's Catalogue of British Diecast Model Toys - a Swapmeet Toys and Models Ltd Publication of 1984, third edition 1988 - as being a 1932 AEC Regal single deck bus. This view is confirmed in the review in the October issue of Railway Modeller of a 'limited run' of 1000 models each of this bus in the liveries of the Sheffield Corporation, the LMS and, shortly, the GWR. There it is described as 'a half cab AEC Regal single deck bus built to 1:76 scale'. So, what prototype does it really represent. Bus experts, step forward, please, and let us have the benefits of your wisdom. According to Ramsey's Catalogue, this bus has already been issued in 13 different liveries and, as I recall, were generally priced at about UKL2 (they were about \$6 in Australia). The 'limited run' models listed above will cost UKL5.25 and come with a 'Certificate of Authenticity' - clearly aimed at the collectors of this world.

What's in the pipeline? Apart from the possibility of different livery issues of the EFE and the Matchbox Y5, there's mention in the June-August issue of Vintage Roadscene of a Corgi 1/76 model of a trolley bus and in the October issue of Railway Modeller advertisements for a KeilKraft 1/72 Routemaster bus, a Tower Trams' RT bus kit (presumably in 1/76 scale) and from M A Arts, a set of three cut-out card kits in 4 mm scale of a Birmingham Corporation bus, a Nottingham Corporation bus and a Midland Red D7. We wait with bated breath and with 'open wallets'.

It had been my intention to cover the model tram scene also in this article, but space is short and I have probably already committed so many boo-boos that the experts in bus matters will fill several future issues of The Branchline with corrections, additions, etc, and thus I think I'll leave the trams until another day - but would one of the experts like to write something on them for me? □

In addition to the above two more

C class locos are to be used on the standard gauge. To offset this four G class will be transferred back onto Victorian tracks. A bit more variety for the photographers.

There is also a report (unconfirmed at this time) that V/Line has been successful in selling off some of its surplus T class to Argentina. Some of the T's to go will be from the final series. To make up for the shortfall some of the mothballed B class will be returned to traffic.

Please don't take this too seriously but there is supposed to be a haunted loco in V/Line. The story goes that on one occasion a diesel maintainer working alone at night left his tools in the cab of the loco to make a call. When he got back he found the loco had been locked from the inside! On another occasion a diesel maintainer, again at night saw a person sitting in the drivers seat, when he approached to ask what he was doing there the person disappeared. Spooky stuff, perhaps a departed driver who liked to drive B76.

Before finishing this piece I would like to thank the Managers of the hobby shops who so generously donated items towards our end of year Reverse Raffle. I have listed the shops concerned to show that it's not all one way traffic in the hobby business. Without your continued support the hobby shops will find it extremely hard to survive into the future and without the hobby shops, your participation in the hobby will be seriously curtailed. So next time you are making a purchase please keep these hobby shops in mind:

Rail Fan Shop	Kevin Clark
Victorian Hobby Centre	Simon Lawrence
The Buffer Stop	Trevor Doran
British Train Supplies	Josephine Cummins
Hearns Hobbies	Colin Reuben
Branch Line	Doug Kelly
The Engine Shed	John Dane
Train World	Brian Comport

I would also like to thank the following people and businesses who all contributed to the success of the Reverse Raffle.

Willsland.
Serindipity Gardening.
Vermont Florists.
Bill and Elizabeth Secker.
Stewart Westerman.
Robert Dall.

Geoff Brown
President

NOVEMBER MEETING

The agenda item being a Locomotive Hauling Competition. Results and details of this event are being prepared and will appear in the next issue of Journal.

Models for Display

W Secker

Flush glaze windows for overload coaches

Three-car Netherlands Railway, electric inter-city set, manufactured by Lima

Two-car Netherlands Railway, double deck coaches - loco push/pull by Lima

F Thorpe

Two-car Swiss suburban/interurban set by Lilyputt

Competition

Photo - Station Building

Print - S Westerman - Koorawatha 70 points

Slide - M Laidley - Mannahill 8 0 points

DECEMBER MEETING

This being the Christmas meeting, there was no agenda item. A 'reverse raffle' was conducted at which the 'Treseders' won four prizes, three prizes each to John Harry and Mark Martin and two prizes each to A Jenkinson and G Fox.

Models for Display

Elizabeth Secker

Two warehouses for main layout
W Secker

Repainted Lima 44 class loco - removed old paint using metho spirits
Competition

Photo - Model Signal Box

Print - S Westerman - Riches' Rise on Mousehaven 79 pts

Slide - G Attrill - Hornby 81 pts

Awards

Meritorious Award for 1989 to Bob Dunn
President's Award for 1989 to David Marsden
Congratulations to both for their efforts.

Timetable Operation

An Australian prototype session was held on 5 November at which 14 members attended. Stock, etc, supplied by A McKenna, J McClure, R & S Lloyd.

A USA prototype session held on 3 December attracted 15 members and a large amount of locos and rolling stock was supplied for operation by A McKenna, R Marsden, D Marsden, R Bogie, G Nitz, T Martin and T Shenton.

Working Bee

On Saturday 11 November the following members attended:

A Jenkinson, J Treseder, N Hambly, L Johnston, O Ely, G Brown, P England, R Thomas, A Johnson, G Nitz and M Rhemur

On Sunday 12 November the following members attended:

J Treseder, B Edwards, A Woods, S Westerman, J Harry, R Marsden, D Marsden, J Sheppard, D Nimmon, G Nitz, R Lloyd
Working carried out was general weeding, etc, of grounds, roof of Clubrooms finished painting, rerouting of main water pipe underground.

The next working bees will be held on Saturday and Sunday

17 and 18 November 1990.

Model Competitions

Commencing in 1990, the Branch will give prizes to the winner of the monthly model competitions. This is to encourage more participants in this competition.

Sunday Running Days

Commencing in January 1990, these days will be held on the third Sunday of the month and NOT on the last Sunday as previously.

Association of Victoria Model

Railway Clubs

Will hold a model railway convention at the AMRA Victorian Branch Clubrooms, Glen Iris, on Saturday and Sunday 10 and 11 November 1990. Further details will be provided at a later date.

Clubroom's Telephone Number

The number is now - 885 7034.

Corrections

1 On page 111 of the July/August 1989 issue of Journal it was stated that P Jenkinson was the winner of the Slide Competition. This should have been A Jenkinson.

2 The Thursday Operation Nights are on the fourth Thursday of month, NOT the third as previously notified.

PROGRAM

February

4 Sun Timetable operation - UK prototype 1.30 - 5 pm

5 Mon Weekday working bee and operation - your equipment 9.30 am - 3.30 pm

8 Thur Social meeting - 8 pm
Show and tell on the layout - bring your favourite train

Photo - water crane or tower

Model - Australian or other kit

17 Sat Working bee - 9 am

18 Sun Working bee - 9 am

18 Sun Running day - your equipment 1.30 - 5 pm

19 Mon Weekday working bee and operation - your equipment 10 am - 3 pm

22 Thur Timetable operation - USA prototype 7.30 - 11 pm

March

4 Sun Timetable operations - USA prototype 1.30 - 5 pm

5 Mon Weekday working bee and operation - your equipment 9.30 am to 3 pm

8 Thur Setting up Exhibition at Camberwell Civic Centre - commence 8 am at Clubrooms to load vehicles

9 Fri)

10 Sat) Exhibition at

11 Sun) Camberwell Civic Centre

12 Mon)

15 Thur Packing away exhibition equipment at Clubrooms 7.30 pm

18 Sun Running day - your equipment 1.30 - 5 pm

19 Mon Weekday working bee and layout running - your equipment 10 am to 3 pm

22 Thur Timetable operation - USA prototype 7.30 - 11 pm

31 Sat Junior running day - your equipment 10 am to 3 pm

31 Sat Ladies night - 7.30 pm - venue to be advised

April

1 Sun Timetable operation - UK prototype 1.30 - 5 pm

2 Mon Weekday working bee and operation - your equipment 9.30 am to 3.30 pm

12 Thur Social Meeting - 7.30 pm

Rolling stock maintenance

Model - Open standard categories

Photo - Railway reflection

26 Thur Timetable operation - USA prototype 7.30 - 11 pm

NOTE No running day during Easter weekend

LIBRARY NOTES

Not by any means the first of the 'round Australia by train and how I suffered' books, but among the best, is *Ticket to Ride: A Rail Journey Around Australia* by Anthony Dennis and Michael Rayner. Most of them in fact spend more time talking about the

passengers than the trains, and in this light a quote from early in the book is off-putting: 'One of the hidden dangers of train travel is that it plunges you into the company of the sort of people you spend an entire lifetime avoiding'. In spite of this apparent misogyny, the book is a very good read, and particularly a good look. The photography is superb, certainly giving the feel of rail travel, though really very few shots are of rolling stock. A distinctly unexpected thing: the publisher is Simon and Schuster, who have never been famous for their Australian publishing before.

The Greatest Public Work by Robert Lee is the first of a two-volume history of the railways of New South Wales, commissioned by their Public Works Department. Like most early railway histories, it is largely a story of political intrigue, but unlike many, it is highly readable, well designed, and

with plenty of interesting photographs. A quote from 1888: 'The way trains were run in this country was a scandal and a disgrace...'. So what's new?

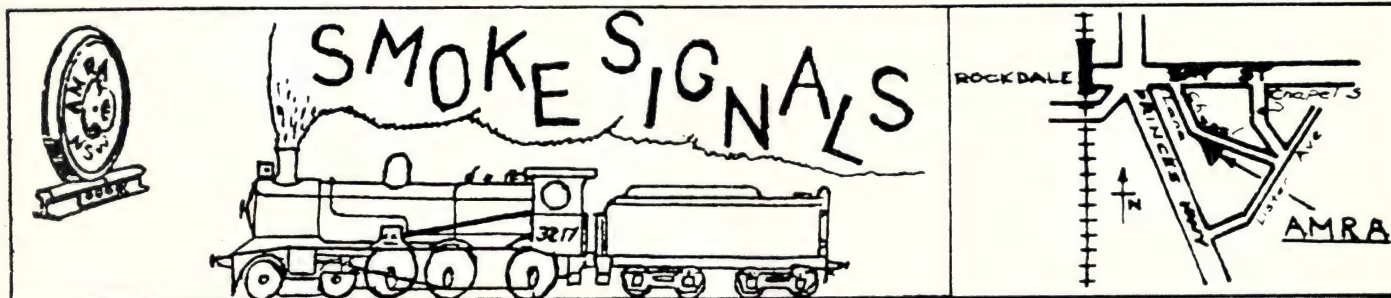
Dull but worthy: two of the LRRSA's **Australasian Locomotive Builders Lists**, No 1, Hudswell Clarke, and No 2, James Martin, and Perry Engineering. Both give brief histories of the companies, descriptions of the locomotive types, and of individual machines when relevant, and a list of all locos each had built, with a brief history of each. Good, base information, from which further historical argument can develop.

LRRSA have also produced their Index No 4 to **Light Railways**, a relief after their several partial indices. Annoyingly, it nowhere states the period covered, though it is possible to work out that it is from July 1979 to April 1986. On the plus side, and in explanation of the delay in publishing,

the Society has fallen into line with ATILS (the Australian Transport Literature Information System) as has ARHS, so that in all three, the same subject approach is made to the literature. Access is by subject/title, 'railway' (owner), location, locomotive and author. A useful lead into a fascinating, if dreadfully messy subject.

LRRSA and ARHS have also come together in a new edition of the **Directory of Australian Tourist Railways and Museums**. As with the earlier edition, one can only recommend that anyone going anywhere on holidays should consult it; if travelling widely, it's well worth buying a copy. Descriptions of the museums, locations, opening hours, entrance fees. Very useful.

Brian Southwell
Librarian



THE N SCALE REPORT OR COVERT AND OVERT OPERATIONS

Of course, the last thing I want to do is to sound conspiratorial, but, well, it's just not enough to notice the VERY strong breeze that has blown the N scale clouds around onto the adjoining HO skies of Read station. (And we all know WHO'S to blame for that! Some sons to have 'em.) And there's more going on than just further

plasterwork around the station of Bennett, signalling (no pun intended) the end of the agony of polysculpturing the landscape there. There's other progress besides the greenery that is threatening to grow around the new oil depot building at Bownen. And it's much more than just the shiny new panel which will control the whole of Wallamundra...

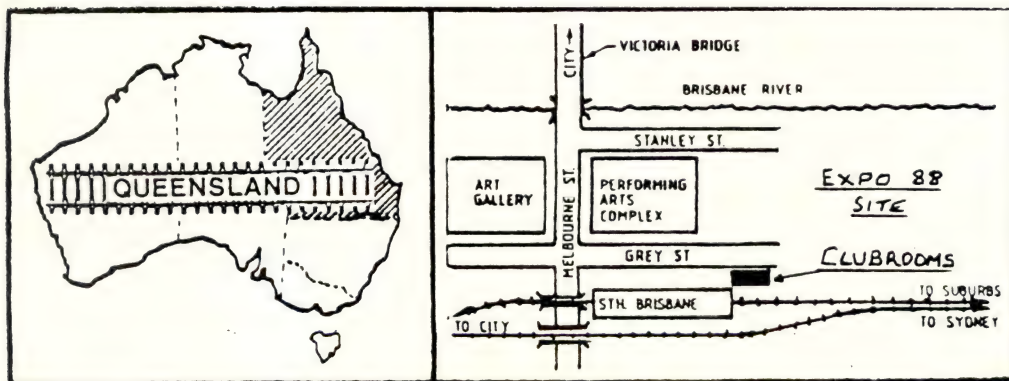
This is in the strictest confidence - but it's what's going on underhand and underlayout that is most exciting! More than just the wires hanging in apparent disarray from underneath Wallamundra; more than just

the huddled gatherings of the Rally of Engineers, Assistants and Designers in Charge of Operations of the N scale (READCON) - there are plans underway, the likes of which AMRA has never seen!

But I'm not going to tell you - it's a secret.

Glenn Watson

PS I hope everyone realises that the 'Rockdale Tales' of last issue was the N Scale Report! Now go back and read it until you understand it. (Or is that not possible even now?)



THE GREEN BOARD

President's Piece

Firstly, I would like to offer my congratulations to Mr Jim Bilby on his being awarded the 1989 Meritorious Award. Back in the May/June 1989 issue of Journal, I said 'If an award was to be given to a member for an individual contribution to the success of the model show, it would have to go to Jim Bilby'. The Meritorious Award is our way of saying thanks to Jim for all that he has done for the branch, not just during our model railway show, but throughout the years that he has been associated with A.M.R.A. Jim is off to England shortly on an extended 'railway'

holiday, so from all of us in the Queensland Branch, Jim, best wishes for a very happy holiday.

Last issue, I spoke of the need for club rooms of our very own and this issue, I would like to go a little further. I've approached the Brisbane City Council with the view of leasing some council parkland for clubrooms to be built. The council would consider our request, but in all likelihood, our request would be rejected. I was given the council's reasons, but they are too detailed to go into here. Now, if we just happened to be granted a lease, it would only be for five years. At the end of that time, it would have to be reviewed, and it can be revoked

for quite a number of reasons.

Another line of thought is the use of a domestic house as clubrooms. The council has no restrictions as such for groups such as ourselves using private residences for club activities. The council officer that I spoke to gave two examples of other clubs using residential properties for club activities. Both of these mentioned clubs, one a rugby league football club and the other a motor cycle club, use their properties for social and fund raising activities. In the case of a house, there is no need to have the house rezoned. What is required is formal notification to the city council of our intentions and of the proposed activities to

be conducted on the premises. This is then advertised for comment and if there are any objections. If there are no objections, then the club making the application is usually free to go ahead and conduct the activities.

As with any suggested railway lease, a council lease is not the answer to our need for permanent club rooms. We would always have the possibility of the termination or non renewal of the lease, and then we would be right back to square one again. I think the answer lies in our owning a house on a large block of land. At least this way, the property remains OURS, and it can be a stepping stone to further acquisitions.

Bob Mawson

Library News

The branch was very fortunate to be able to purchase a selection of books and magazines from the estate of the late Dr Steve Suggit which has enabled us to fill in a lot of gaps in our collection of A.M.R.A. Journals and ARHS Bulletins. As well, a great variety of interesting books were purchased which are listed below.

The branch library is now probably the best of its kind in Queensland and it is an asset which is available to every member. Along with the exciting new club layout under construction, it represents yet another good reason to visit your clubroom, so why not call in and check out these latest acquisitions? Bring a friend.

The new additions include:-

- ARHS 'The Innisfail Tramway' by

John Armstrong and G.H. Verhoeven- a very interesting book on this delightful two foot gauge line.

- ARHS 'The Cooktown Railway' by J.W. Knowles. This gives details of an isolated QR branch line from Cooktown in North Queensland.

- 'Railways of Australia' by Singleton and Burke (1963). An interesting book on Australian railways.

- 'Victorian Railways to '62' by Leo J. Harrigan. A book detailing the history of the Victorian Railways up until 1962.

- ARHS 'A Century Plus of Locomotives'. This is the second edition (revised and updated) of the definitive work on the locomotives of New South Wales, some of which have steamed by the Queensland clubrooms.

- 'The Australian Book of Trains' by Martin (1947). A post war classic dealing with Australian trains in general.

- ARHS '500', '600' and '700'. These three books deal with the South Australian steam locomotives of the 500, 600 and 700 classes respectively. These are excellent books and give great detail of these fine locomotives.

Steve Malone

Programme

The 1990 programme of events for the Queensland Branch has started well and will continue to be as full and as comprehensive as it is possible to be. There are approximately sixty two members and families in the Greater Brisbane area, all of whom live within a distance of about forty kilo-

metres drive from the clubrooms. For various reasons including natural attrition, there is a very slow and gradual diminution of attendance, although it may be apparent to the casual observer. Accordingly, there is always room for a few more members to attend meetings. In 1990, why not use your club room just that little bit more, even if only occasionally, and if possible, invite a guest or two. The programme printed below commences on January 6th to show that the branch has commenced 1990 at full speed.

January

Saturday 6th	Layout construction
Thursday 11th	Layout construction
Saturday 20th	Layout construction
Thursday 25th	General Meeting.

Show and Tell. (bring something along, loco, wagon, structure, book, anything!)

February

Saturday 3rd	Layout construction
Thursday 8th	Layout construction
Saturday 17th	Layout construction
Thursday 22nd	General Meeting

Loco hauling competition, categories include: steam, diesel, with and without traction tyres. Now is your chance to bring along that Big Boy or Garratt.

March

Saturday 3rd	Layout construction
Thursday 8th	Layout construction
Saturday 17th	Layout construction
Thursday 22nd	General Meeting

Slide Night, show us your favourite colour slides (no more than fifteen per person please, Siamese twins can show thirty).

Western Australia

Extracts from
'The Branchline'

MERITORIOUS AWARD BARRY KEENS

When Barry Keens joined the Branch he could have had little idea of the influence he would have had on the Branch and its future direction or of the complexity and difficulty of the task he would ultimately set for himself.

During the early years of Barry's service on the Branch Management Committee he saw our membership grow to the extent that Meltham regularly became embarrassingly overcrowded at major meetings. Meltham's physical limitations also prevented the Committee from expanding the services it could offer to its members. Many options were being considered as possible new homes for the Branch, all of which were discarded for one reason or another.

Members of the Committee had been actively seeking land on which to build new clubrooms. We were extremely fortunate that, through his contacts in the City of Bayswater, Barry was able to obtain the offer of a portion of Moojebing Reserve on which we would be able to construct our new home.

Having negotiated a lease and had the appropriate questions put to, and approved by, a General Meeting of members, Barry offered his services as Project Manager for the construction of our new premises.

It took three years and one month for Barry to fight his way through the mass of bureaucratic rules, regulations and red tape,

and to bring together the many professional contractors required to actually do the building. Then came the task of co-ordinating the small army of Branch volunteers who gave so generously of their time and expertise in carrying out the multitude of tasks involved in making the building habitable and able to pass the various 'certification' stages, so that on 30 September 1989 he was able to hand over to me the keys of our new home.

Whilst all this was going on, Barry volunteered to take over the position of Branch Librarian. He has catalogued literally thousands of books, magazines and videos and since moving to Moojebing has worked hard to ensure that the Library was opened for business again with the minimum of delay.

Barry has carried out all this work in an exemplary manner and your Committee had no hesitation in submitting Barry's name to the Federal Committee of Management for consideration for an award. The Federal COM has agreed with our submission and has granted Barry a MERITORIOUS AWARD. It was my very great pleasure to present the trophy and badge to Barry at our Family Day on 9 December.

Much of what has been achieved would not have been possible without considerable support from his family, particularly his wife, Jane.

Jane has been extremely generous in allowing Barry to devote many, many long hours to the work required to bring our

dream to fruition. We are also very fortunate that Jane has supported the Branch Library in an unseen, and generally unsung, way with the many hours she has devoted to the recovering of a sizeable portion of the book stock of our Library. Unfortunately, Jane was unable to be present at our Family Day on 9 December, and I had to ask Barry to convey to her a gift basket as a token of our deep appreciation of her support of Barry and the Branch.

Thank you, Barry. Thank you, Jane.

Ted Thoday

THE 1990 MODEL RAILWAY EXHIBITION

Yes, to be sure - we will definitely be holding the annual Model Railway Exhibition for 1990 over the Foundation Day long weekend, Saturday 2 June through to Monday 4 June.

Another thing is now sure! We cannot get the Silver Jubilee Pavilion for 1990 for the reasons that were outlined in the last issue of The Branchline. The Royal Agricultural Society has used as much pressure as they can on the Catering and Hospitality Industries Exhibition management, but that organisation's stance is unchanged - they require more than the four days, Tuesday 5 June to Friday 8 June 1990 to prepare the Silver Jubilee Pavilion for their purposes. So we cannot use it over the period we need

an exhibition hall.

Before outlining where we are going to hold the 1990 Exhibition, it's a 'fact of life' that the Catering and Hospitality Industries Exhibition assumes this 'monster' size in alternate years (and has done so for about 10 years, so Frank Mussell of the RAS says), so, although we could possibly aspire to have the Silver Jubilee pavilion again in 1991, we would again be denied it in 1992.

After consideration of suitable venues outside of the Showgrounds, such as indoor sports arenas like the Alma Venville Centre in Maylands (these are in constant use and a three-day booking cannot be obtained) and the small number of City Halls and Town Halls of suitable size, such as the South Perth Civic Centre (high priced now), the Management Committee looked at the few options available to us in the Showgrounds. These were the Macfarlane Pavilion (of which an inspection had been made by one of the Committee, but he wasn't inspired by what he saw!), and the Wool Pavilion, which we know well as we've used it three times before. The Macfarlane Pavilion has an area of 2375 sq m which is more than we would probably require and so, we would have to curtain off some of it, as we did this year with the Silver Jubilee Pavilion, taking 1388 sq m of the 1980 sq m total area. The Wool Pavilion has a total area of only 1000 sq m.

The RAS has an enquiry from a cat exhibition for a suitable venue over the Foundation Day long weekend next year, but due to our four-year track record with them, the RAS has not been prepared to offer a pavilion to the cat people until we had been placed. We were given the first option on the Wool Pavilion, if we still wanted it, as well as the Macfarlane Pavilion. In view of the need to make a speedy choice, we have decided to go for 'the devil we know' rather than 'trail blaze' into yet another pavilion in the Claremont Showgrounds; in other words, we have decided to hold the 1990 Model Railway Exhibition in the Wool Pavilion. We realise that some members of the Branch will be disappointed with this venue, but in reality, there has been very little choice available to us. Clearly, the 1990 Model Railway Exhibition will have to be tailored (and possibly shoe-horned) into the Wool Pavilion and we hope that exhibitors who have traditionally taken up a lot of space will realise the limitations imposed upon us and will accept the limitations that we have to impose on their proposed exhibits.

On the matter of who will manage the Exhibition, this is less clear. With Jim Hidden's resignation from this position, we need a volunteer to take up the challenge of organising our 1990 Exhibition. Any volunteers, please contact me, or any other Committee member.

It may be that you might prefer to take on just a small part of the organisation and management of the Exhibition. Some interest has already been shown by a couple of members in managing the promotion and publicity and in managing the raffle normally associated with the annual exhibition. Other complete 'mini tasks' awaiting volunteers are as follows:

Supervising of the maintenance, design, transportation, erection, dismantling and return of the barricading

Control of judging procedures for the AMC Trophy (popular vote) and the Bill Gardner Cup (best model of a railway

as seen by fellow modellers)

'Front of house' management, including ticketing, pass out control, preparation of ticket boxes

Rostering of helpers at the Exhibition and their control

Preparation of all exterior signs, including roof rack signs, road side signs and their placement and recovery daily

'Scribe', to prepare and send out letters to exhibitors, prepare Exhibitor Guidelines, etc

'Author' to prepare and arrange production of Exhibition Guide

etc, etc, etc

As well as these, there may be a need for some support on the raffle and the promotion/publicity management. For example, some help in placement of paid advertising, in chasing of 'freebies' in both the electronic and the print media and in preparation of material (text and photographs) for possible inclusion in the editorial sections of newspapers, both community type and State-wide.

If you feel that you can do any of these things, let me/us know and we'll find a way of fitting you into the team!

We would also like to have some more comment from past exhibitors of model railways at our exhibitions and from past judges as to how to improve, if needed, the method of finding the 'best model of a railway' for the award of the Bill Gardner Cup.

Ted Thoday
President

LAYOUT NEWS

The response to my request for ideas for Club layouts was disappointing (see the last two issues of The Branchline), but thank you to the five members who formulated some constructive ideas, thus quashing my plan to utilise the entire area of the Layout Room at the new Clubrooms to model Swindon at the peak of the broad gauge era.

Subject to discussion and ratification by your Management Committee, here follows the projected plan. However, the timing of the various stages is basically dependent on finance availability and the number of members willing to assist in the implementation.

1 To repair Haltwhistle and utilise the fiddle yard at rear. The tracks in this area will have to be relaid to ensure running reliability.

2 To construct a test track for -

- a all scales using 16.5 mm gauge track;
- b all scales using 9 mm gauge track.

These tracks to be double line with passing or assembly loops and to incorporate gradients.

3 A workshop area - probably just a bend and vice initially.

4 To extend Haltwhistle 'around the corner'. This will be quite a major undertaking and will involve the following:

a Taking the three left side modules away and adding a fourth to make a removable layout for exhibition at shopping centres and the like. The modules to be deepened and a new branch line station added with hidden loop for continuous running. This set of four modules could easily be 'Australianised'.

b Join these modules to the existing

Haltwhistle incorporating a yard to allow prototypical movements to occur. Branch line operations can be extended to allow it to generate freight traffic, i.e. timber mill, coal mine, 009 terminus.

The design criteria will be such that the layout can be run as a railway, the test track will be there for 'playing trains'.

5 A large 7 mm scale layout.

None of the above will happen unless members are prepared to assist and I would welcome offers to form small groups to tackle these projects. Item 1 is the only viable project until we have a financially successful exhibition.

Roger Solly
Layout Manager

The proposals outlined above were discussed and agreed at the Committee meeting on 6 December 1989, with the addition of a new item, 1 b, namely -

To utilise the N scale resources the Branch has and rehabilitate the N scale layout on simpler lines than the Colorado Pacific RR, possibly using multiple diorama techniques such as in the September 1989 issue of Model Railways. This revamped layout to be used for exhibition at shopping centres, model railway exhibitions, etc.

Resignation of Jim Hidden

Due to an oversight, I failed to note in the last issue of The Branchline the considerable regret with which I have had to accept the resignation of Jim from both the Branch Management Committee and from his position as Exhibition Manager. Jim has his own business and was finding it increasingly difficult to devote the necessary time to Branch affairs without prejudicing his business.

During his time on the Committee, Jim made a valuable contribution to the Branch management team. He was also responsible for organising and managing our last three exhibitions, all at the Claremont Showgrounds, and, in particular, overseeing the arrangement for the move of the 1989 Exhibition into the Silver Jubilee Pavilion.

On behalf of the Branch Management Committee and all Branch members, thank you, Jim, for all your efforts. They have been much appreciated.

Ted Thoday

FLY ON THE WALL AT THE MANAGEMENT COMMITTEE MEETING

In the interest of better communication between the members and the Management Committee, what follows is an outline of some of the matters which arose at the last meeting of the Committee on 6 December 1989. Members wishing to have more detailed information about the actions and discussions of the Committee are reminded that a copy of the confirmed Minutes of the most recent meeting of the Committee is regularly posted on the Bulletin Board close to the main entrance of the Branch Clubrooms.

1990 Model Railway Exhibition - see the report elsewhere in this issue by the President regarding the venue and management of the 1990 Exhibition.

In order to increase revenue at the Exhibition, the Committee has been soliciting sponsorship, on a trial basis, from organisations such as McDonalds and Red Rooster. Lest any member be concerned that we will be exhibiting beneath a hamburger or a chook, we hasten to add that both these organisations have declined our offer. We wait, with bated breath, for responses from others.

According to the Branch Constitution, the Annual General Meeting must be held within 15 months of the previous AGM. It has been felt that the timing of the AGM at present, at the beginning of May, does not give a continuity of the elected Committee through to the holding of the Model Railway Exhibition at the end of their period of office, i.e. the present timing allows 'changing of horses in mid-stream', so to speak. Accordingly, the Committee has decided to move the 1990 AGM back to the first Monday in July to give the new elected Management Committee 11 months to prepare for the 1991 Exhibition.

We now have been allocated an official address for our Clubrooms. It is - 24 Moojebing Street,

BAYSWATER WA 6053

Please note, however, this is NOT our mailing address, that being -

PO Box 60

MAYLANDS WA 6051

Use the 24 Moojebing Street address when you are telling someone where the meetings are held.

There was a general discussion regarding the last auction, and on auctions in general. Some thought has been given to charging a small commission (based on the stated reserve price) for unsold lots, but this will not be implemented at present. Improvements will be made to the procedures in the auction to enable the auction to be run quicker. Among these are a strict cut-off for admission of lots for sale at 8 pm, display of lots for sale on side tables for all to examine before the auction starts, less description of each lot as it is put up for bidding, a more defined technique when a lot is about to be passed in due to not having reached the reserve price and a facility for the disclosure to 'early leaving' buyers of the identity of the owners of lots passed in. All these are examples of where suggestions (and even complaints) from members have assisted the Committee in making decisions about systems that have been in use for 'years'! If you attend our auctions regularly, as a seller, as a buyer or as both, let's hear from you before the next auction if you want some changes.

The Kirby Book Company, Sydney, has made an offer of heavily discounted Oxford Publishing Co books to members of the British Railway Modellers of Australia. As the Branch is a 'corporate member' of BRMA, it has been decided to extend this offer through to AMRA members in WA. Details of the books, the method of placing an order and the latest date for placement of orders are given elsewhere in this issue. As there could be quite a lot of work in this, the Branch is making a small surcharge on the prices offered by Kirby to it as a BRMA member.

The Treasurer gave an update of his monthly forecast of the cash availability until the next Exhibition, after allowing for all the presently foreseen expenditure. This was little changed from the previous forecast and reflected a 'surplus' of about \$500

at end May 1990. However, with the proposed use of the Wool Pavilion for the 1990 Exhibition, there will be no need for the purchase of additional barricading material and the \$500 allowed for this now becomes available for other expenditure needs, if justified. Nevertheless, there was still a need for great caution in expenditure control and members of the Committee were reminded not to expend large sums before seeking the approval of the Management Committee for such expenditure.

PROGRAM

February

3 Sat Task Attack at the Clubrooms

A new form of entertainment (or is it torture?) - there are many things around the new Clubrooms that have to be put in order or in place and to speed up the completion of all these things, we've introduced eight Task Attack Meetings into the program for the next three months. At these 'meetings', the only Library facility available will be the return of borrowed items and the Haltwhistle layout will not be available for private running. In other words, it's WORK, WORK, WORK.

5 Mon Baseboards by Garry Pilmoor and friends

All layouts need these - these gentlemen have made a few over the years so let's see how much we can learn from them. There's sure to be some mention of the newer materials and methods that make 2" x 1" timber baseboards with 1/2" chipboard on top just a LITTLE old fashioned!

10 Sat Special Project Afternoon

Paper persecution today! Collation, stapling, folding and enveloping of the February issue of The Branchline. Come along and enjoy working off the ergonomically designed new trestle tables with other members of the 'Press Gang' and get your copy of the magazine 'hot off the press'.

14 Wed Slide Night

Bring your slides along - as well as showing them, we might well run a contest for the most popular slide.

17 Sat Task Attack at the Clubrooms

19 Mon General Club Activities

On these occasions, we'd like you to continue to attack the tasks remaining to make our new Clubrooms all that we want. But, you can, if you like, bring your own equipment to run on the layout (assuming it's not being worked on) and you can use the Library normally to browse in or to borrow from (or, more importantly, to help Gus Durham to make some more magazines boxes until Barry Keens says 'Stop!') - and, of course, there'll be other railway enthusiasts (model and prototype) to chat to and to ask questions of.

24 Sat Why Doesn't it?

This is a group effort where 'the rest of us' will try to solve the problems being experienced by 'some of us'. The problems should be fully and clearly described or, better still, brought along to the meeting. This is aimed at helping frustrated newcomers to the hobby.

28 Wed General Club Activities

March

3 Sat Task Attack at the Clubrooms

5 Mon Maintenance on R-T-R Locomotives

Our locomotives do need maintenance, just like the real thing, if they are to retain

their optimum running efficiency. May be we can all learn some simple methods of attending to this essential task.

10 Sat General Club Activities

14 Wed Auction

Only AMRA members may sell at the Auction (but consideration will be given to assisting in the disposal of model railway items in the estates of persons who were the friends of AMRA members, but who were not themselves members of AMRA). Visitors are welcome as buyers.

The Rules for the Auction are as published in the October 1988 issue of The Branchline. They are also printed on the reverse side of the Auction Form, which will be available at the Clubrooms from 24 February. The additional Rules agreed at the Management Committee meeting on 6 December will be formally announced before the auction starts.

Unsold lots will be returned only to the vendor or, if sold by private arrangement after the Auction, but still within the Clubrooms, they will be given to the buyer, but the Auction Manager must be told of this sale by the vendor. In this case, the normal 10% AMRA commission will still apply. There is no limitation on vendors and buyers making private sale arrangements outside of the Clubrooms, either before or after the Auction, and, in this case, there is no AMRA commission.

The Clubrooms will be open from 7.30 pm to allow for early marking up of the lots for sale and their display to potential buyers. No lots will be received after 8 pm. The Auction will start no later than 8.15 pm.

17 Sat Task Attack at the Clubrooms

19 Mon General Club Activities

24 Sat Locomotive Hauling Contest

This is a 'fun' afternoon (after all that WORK, there's a danger that 'Jack' may become a dull boy!), so bring along a loco (or two) and let's all see how well it works as a train hauler.

28 Wed General Club Activities

31 Sat Task Attack at the Clubrooms

All meetings will be held at the Clubrooms, 24 Moojebing Street, Bayswater, right opposite Paddington Street. Moojebing Street runs off Guildford Road towards the Swan River and is about 50 metres east of the traffic lights opposite the Cresco fertiliser works.

The times of the meetings are as follows:

Mondays and Wednesdays 8 pm

Saturdays 2 pm

The Duty Committeeman will open the Clubrooms at least 15 minutes earlier than the above times. Visitors are always welcome to come to the Clubrooms at any of the scheduled meetings - just introduce yourself to the Duty Committeeman (ask someone there who he is) and he will make you really feel 'at home' by showing you around the facilities at the Clubrooms (which we think are the best of any model railway club in Western Australia) and by introducing you to some of the members.

Members' fees at meetings are as follows:

Senior members 60 cents

Student members 30 cents

This covers tea, coffee or cocoa, plus biscuit and also goes to cover some of our general expenses. Cool drinks are also available at a modest cost from the refrigerator. No fee is payable if you are a visitor - unless you come too often without joining AMRA!

LIBRARY NOTES

The Library is open again and already being well used. Thanks to the team of carpet layers and book shelf fillers who moved in after Alan Porter had finished fitting the shelves into their new home. For your added comfort, we now have a table and four chairs which were donated by Ron Fryer. Thanks, Ron, for your generous donation.

We have run out of shelf space (again), so our 'chippie' is now busily preparing a further bank of shelves which will be ready towards the end of the year.

All our regular magazines are catalogued to date, plus some current Steam Days, Railway World and Locomotives Illustrated (donated by Alan Porter) and some not so current Railway Magazine.

New additions to our book collection include the following:

The Lore of the Train	M029
North American Railways	
M201	
The Deltics	P140
(donated by Mick Horn)	
History of Railways	(do-
nated by Dave Port)	
Great Trains	(do-
nated by Dave Port)	
Model Engineer	(do-
nated by Malcolm Thompson)	

Gus Durham is again making up more storage boxes, to his new design, to house our ever-increasing collection of magazines and also to replace boxes that are beyond repair. Gus will teach anyone who would like to help with this work!!

Since I started to write these notes, we have received a donation of magazines from Tom Donkin, an AMRA member living in Newman - to be more precise, 151 kilograms of them!! Included in this donation are two quality American magazines which we have not had on our lists before, Mainline Modeller and Narrow Gauge and Short Line Gazette. We have filled in spaces and added more current magazines to Railfan, Railway World, Model Railway Journal, Rail Classics, Rails (NZ), Rails (Britain), Australian Railway, Trains, etc.

We also have some duplication and Tom has agreed that we may sell these to members. Get in quick, they won't last long!

Thank you, Tom, for your generosity which I know will be appreciated by many of the members. (The hardest job has been trying to sort and catalogue these magazines, as the volunteers spend half their time reading and going 'Oo' and 'Ah', etc. there was no shortage of volunteers for this job!!).

Barry Keens
Branch Librarian

WHAT'S ON AT THE SALES CENTRE?

First though, what's the SALES CENTRE? Well, it's the area in the new Clubrooms where members will be able to SEE what is available for them to purchase from the Branch and where they will be able to make their purchases from our friendly sales staff. 'Who are they?', we hear you say! The Duty Committeeman at any meeting is your 'friendly salesperson'!

The Sales Centre is located in the far right hand corner of the Meeting Room and

you can scan the wares at any time when the Clubrooms are open to members. The Showcase, in which the wares are displayed and priced, is locked, so you won't be able to ferret around in there to get what you want (as used to happen in the old Sales Cupboard back at Meltham) - just work out what you want to buy and your 'friendly salesperson' will locate the bulk stocks of your item(s) and serve you with your desired purchases! Simple, eh!

Only problem is that we're NOT QUITE READY YET! The Showcase has been set up, the sliding glass doors have their locks installed, a trial set out of the wares to be displayed has been made, but we're still sorting out some of the prices! So, be patient a bit longer, but if you're really desperate for something you see in the Showcase in the next three weeks or so, do ask about its availability for purchase. Hopefully everything will be sorted out and it will all be 'up and running' from early January.

Certain items, such as the PVA, are always available, and at the moment there's a couple of slightly lumpy 2 litre packs available at the knock down price of \$8 each, as well as the 'smooth' stuff at \$8.50.

There are some items which, for the present, are FREE! There's white card, 1.1 mm thick and in a variety of sizes, donated by Richard Smart. And, if you want to go mad, small oblongs of card and paper, 8 mm x 3 mm, which can be used as bricks or tiles. Perhaps a little large for bricks (in 4 mm scale, they'd be 24" x 9"! and in 7 mm scale, 13 7/8" x 5" - who would be a 4 mm or a 7 mm scale brickie?), but may be more suitable as roofing slates or tiles. They come to you FREE in neat little bags.

The general policy of the old Sales Cupboard will continue, namely the purchase and on-sale to members of items hard to get in Perth (such as some BA bolts, nuts and washers) and of items where buying in bulk can give a lower unit cost to members than when they buy the same item in their local hardware store. Other 'quick turnover' items have been sold in the past, e.g. Portescap motors, and we could go into that sort of activity again provided the turnover was speedy and we were able to recover our outlay speedily. After all, we don't have a lot of spare cash at the moment!

We would welcome suggestions from members about what they believe could be stocked and on-sold to the members, over and above what we've got now. But don't forget the cash restraints!

Also, a volunteer to take over the management of the Sales Centre is sought as Bob Nelson has resigned from this position.

MODELRAIL '89 AND THE RAILWAY MODELLING COMPETITION

After a lot of cleaning up (and stacking unsorted items out of sight), the new Clubrooms were in a suitable condition by the end of October to host the annual ModelRail and Railway Modelling Competition. In previous years, these two 'tandem' events have been held at the Alma Venville Centre in Eighth Avenue, Maylands, and the holding of the events 'at home' this year saved the cost of hall hiring and this, together with a reduced public liability insurance premium, enabled a better

financial outcome than has been the experiences of the past. Unfortunately, print media advertising of ModelRail is, for one newspaper, in the 'arm and a leg' category price-wise and this factor took a bit of the topping off the cake!

155 tickets to ModelRail were sold at the door, meaning that perhaps some 200 to 250 people waded through the sand to our front door. Quite a good result! Overall, the coffers were about \$175 better off.

The Railway Modelling Competition unfortunately did not attract many modellers this year - where have they all gone? Only 11 entries were received from seven persons and this meant that some categories were 'non-events' due to insufficient entries. It should be noted, however, that although there may not be enough entries to have a competition for a certain category, it is still possible for a single entry in a category not held to be assessed by the judges and to be considered in the 'finals' for award of the Ossie Gully Cup for the Best Model Overall, as happened this year. So don't be put off in future years by the thought that you may be the only entrant in a particular category of modelling - be in it to win it!

The results of the competition were as follows:

Kit built/modified Locomotives

Three entries, two of them in 0 scale. The winner was Ron Ashe's 0 scale model of an LBSCR 'Terrier', which was superbly painted and fitted out with home-made etched number plates that were a joy to behold through the magnifying glass.

Ready-to-run Modified Locomotives

Three entries, the two British outline ones showing much evidence of modification below the footplate by changing the suspension, etc. The winner had very little, if any, modification or change of arrangements below the footplate, but a lot of modification and addition of detail on the body. It was Darren Macaulay's model of a Union Pacific GM EMD GP38-2 in HO scale. Among the detail included were all the controls on the column in the cab, but this (which could only be seen with a strong glass under good light) was slightly spoiled by the fact that the driver with his hands on the controls had no facial features at all!!

Scratchbuilt Structures

Four entries, three from one modeller and representing various timber built structures on the Yosemite Valley RR in the Sierra Nevada Mountains in California, while the other was a goods shed built in plaster and representing that at Helston, a small town in Cornwall on a branch line of a certain minor railway in the west of Britain. One of the three timber structures won this category. It was a water tower at Bagby, California, and showed, as did its kin, what can be done with balsa as a modelling medium. The ladder on this, and the others, was beautifully done, with equally spaced and absolutely parallel rungs. There were, however, a new 'technical' omissions (lack of any form of isolating valve on the tank downcomer pipe, lack of indicator on the tank-side scale - perhaps it blew away! - and one timber brace not touching the main leg against which it was supposed to be braced), but overall, very impressive.

OSSIE GULLY CUP for the Best Model Overall

This was awarded to Alan Parrott for his scratchbuilt 0 scale model of an LNWR Webb 17" Coal Engine. This had no

competitors against it in the Scratchbuilt loco section and although it had a number of minor faults, some of which will no doubt be corrected or attended to in good time (as the model was still being worked on 12 hours before being entered in the Competition!), overall it was quite a beautiful piece of work. Some of the detail could not be appreciated unless the model was turned upside down (e.g. all the inside motion and valve gear), and it was a pity that the public at ModelRail '89 could not see all the features in this model that had impressed the judges.

BRANCHLINE EDITOR'S SCRAP BOX

Most of my 'bits and pieces' seem to have found their way into other parts of this issue, so there isn't a great deal left to fill this space, which is not so very large anyway!

Did you know that we had only been in the new Clubrooms for seven weeks when the 'villains' made an attempt to break in. They tried to lever apart the double front doors, but the deadlock held firm, although it was wrecked in the process. They did not get in, so no losses or damage, apart from the deadlock (replacement of which has cost our insurers some \$93) and we've now strengthened the defences with three heavy duty padlocks on hasps and Simon Mead has a pair of big handles coming along which will also be padlocked in a way to defy any attack!

Alan Porter

WAGR Sn3-1/2 MODELLING GROUP

If there are enough Branch members who would be interested in forming a group involved in modelling the 3'6" gauge railways in S scale, i.e. Sn3-1/2, then those Branch members who have some experience in this scale would be prepared to co-ordinate it.

It is envisaged that such a group would meet perhaps once a month, probably at the Clubrooms, with the aim of constructing models of WA prototypes, be they locomotives, rolling stock, structures or even layouts. The only proviso placed upon joining such a group is that the members should become involved in ACTIVE MODELLING and not 'arm-chairing'.

So, if you have an interest in modelling the local prototype, but have not known where to start, then contact Graham Watson (274 5879), Simon Mead (276 8745) or Garry Pilmoor (279 1689).

SHOP TALK

K-MART (and perhaps elsewhere)

Wiltshire have brought out a Self-Sharpening Craft Knife. I purchased one from K-Mart for \$4.98. The knife is like the old Stanley Trimmer (but made of plastic) with two hard steel blades. Sharpening is by the usual Wiltshire system.

It's too early to say how good this will be as a long term unit, but so far I have cut plastics, carpet, cardboard, paper and myself! It helps to read the comprehensive instructions which are on the inside of the display card - before use!

Barry Keens

TRANSPORT CLUB

We've recently had an approach from this Club to make our members aware of its existence and purpose, so here goes....

The TRANSPORT BADGE CLUB was formed in 1984 by a long time collector of badges, Mr John Cooper. It is a non-profit organisation and is designed purely to foster and promote the interest in badge collecting.

The aim of the TBC is to produce quality badges of trains, buses, ferries, planes, special events - in fact anything particularly interesting with a transport flavour. The Club concentrates mainly on Australian and New Zealand themes. Some productions undertaken by the Club to date include the GWR Pendennis Castle, the SA 520 Class leader, the Victorian S 300 before streamlining, the NSW Silver City Comet, the NSW Urban Transport Authority's Manly Hydrofoil, the NSW Transport Band lapel badge and the Westrail double decker coach.

Benefits of membership allow members to buy, at a reduced price, one of each of the Club's quarterly badges produced. Badges not normally available Australia-wide are sought out by the Club and tendered to members. Sometimes the Club will offer additional badges that it has found. Members may order any, all or none of the badges offered. The Club's quarterly productions are fitted with the standard brooch double action safety fitting and the tie bar with the A type alligator grip fitting.

The Collector's News produced and circulated to members quarterly is an interesting publication containing articles and snippets submitted by members, details of forthcoming badges and an order form.

The cost to join the Club is APPLICATION FEE \$10, MEMBERSHIP BADGE \$7 (both of these fees are a 'once only' charge), MANAGEMENT FEE currently set at \$5. Application forms are available at the AMRA Clubrooms or by writing to the -

Transport Badge Club
PO Box 11
CHESTER HILL NSW 2162

NOTICE BOARD WANTED

During our return trip back from Northam behind Pendennis Castle we saw several video cameramen in cars taking shots of this loco and its train travelling down the Avon Valley. If you were one of these intrepid people, would you be prepared to let me have a copy (or let me make a copy) of your video tape for my own personal use.

Similarly, I would appreciate a copy of any video taken by the patient cameraman who waited for nearly two hours in the dark, and the wet, for Pendennis Castle running down to Perth Terminal with all 10 cars and the bogie compressor wagon after Flying Scotsman was taken off the train at Midland on Saturday 23 September.

Contact Ted Thoday (09) 457 4256.

WANTED

Similar to the above, but as much of any video footage as I can get, as I was out of the country when these two locos visited Perth.

Contact Alan Porter (09) 330 1848.

WANTED

Some contributions from Western

Australian members of AMRA for Journal. Contact Alan Porter if you have something in mind, or write direct to the Managing Editor of Journal, Roger Lloyd, 6 Kiers Court, Rosanna East, Victoria, 3084.

VIDEO REVIEW

FLYING SCOTSMAN AND PENDENNIS CASTLE'S WEST AUSTRALIAN RAILTOURS

Derrick Enterprises

76 minutes

\$39.95

I was overseas when these two locomotives came to Perth, so I just had to have this video! Overall, I was very pleased with it, although I did get a bit 'fed up' with watching the somewhat scruffy NSW coaches going trundling through my screen time after time after time after time! This was due to the camera technique of using minimum zoom and minimum panning so that the trains just 'run through the picture'. I was also a little disappointed to see little evidence of the much vaunted parallel running, but I appreciate the difficulties of getting such material. However, these quibbles are well and truly expunged by the quality of the camera work generally - some great locations, some great telephoto shots, some great atmospheric shots in the rain, at sunset, through shed doors, across the fields of Paterson's Curse, good focus and white balance throughout and some nice 'human interest' stuff to keep the non-railway buffs entertained. Thoroughly enjoyed and recommended.

Alan Porter

BOOK REVIEWS

HOW TO GO RAILWAY MODELLING

by Norman Simmons

Patrick Stephens Limited

228 mm x 150 mm

ISBN 0-85059-612-2

220 pp

UKL8.95

The fifth edition is the one being reviewed. First published in 1972, it had reached its fifth edition in 1983. I have noted elsewhere that the book has been 'completely revised' recently and in this form it has been renamed as Railway Modelling, although also being labelled as the sixth edition! The new edition now runs to 288 pages and has 16 pages risen to UKL12.95!

It's claimed by the publishers as being Britain's best selling model railway book and as the 'bible' of railway modelling. The number of words and their small print are certainly in keeping with the latter statement! As to the former, who am I to be able to prove (or disprove) that view?

It is a good volume for the new modeller, but it could be a bit 'weighty', particularly if you only want to 'lay track and run trains' before getting serious about the hobby. The writer is no doubt an authority on the whole subject of model railways, but, in my opinion, has tried to put too much in one book, and this could well discourage a would-be modeller who just picked up the book to see what the hobby is all about. I believe that there are other books which, although not so comprehensive (and perhaps a little dearer!), would be better and more easily understood by the

'would-be' and 'new' modellers.

MODELLERS' GUIDE TO THE LNER

by David Adair

Patrick Stephens Limited

212 mm x 158 mm

ISBN 0-85059-831-1

160 pp

UK£9.95

Even if you don't model the LNER, this book makes good reading. It contains considerable detail on the locomotives, passenger and freight stock. Not so much a book on construction, but a book to help research the LNER and its beginning. If you want to build something different or make better something 'standard', the author gives good advice without becoming too technical. Good black and white photographs and drawings are included, but some colour photos would have been helpful to illustrate liveries which were described in great detail!

Sodd's Law (many times spoken of by the author of *The Branchline*) is given in full on page 112 and on pages 121-125 the text covers the vexed question of teak grained coach painting. Useful appendices which cover LNER shed codes, loco and coach dimensions and other facts are included.

No matter what railway you model, this book is of interest, as it will set a modeller thinking of details he should research and the type of detail that should be available. The author is a specialist LNER modeller, but acknowledges that most of the ideas in this book have come from others. He does not want to 'reinvent the wheel' because the time taken would be wasted and he could be modelling by tried and tested means.

Barry Keens

NEW MAGAZINE RAILWAY JOURNAL

Published by -

Golden Bell Press

2403 Champa Street

DENVER CO 80205

Single copies - \$US2.75 in the USA

Subscription - \$US35 for 12 issues sent by second class (surface) mail to foreign subscribers

Perhaps this new magazine (the fifth issue is the subject of this review and was kindly supplied by Perth Hobby Centre, where it is available for \$4.95 per copy) may well prove to be the answer to the American outline modellers' quest for knowledge. The index (Table of Contents!!) separates the articles into various scales applications. Presumably, you should go straight to the articles for your scale and then worry about the rest! Not a bad idea and not a bad magazine, particularly as the advertising is restricted (to manufacturers, authorised direct importers, publishers and distributors for their products - no dealer or discount mail order advertising at all), so you can get straight at the articles without wading through masses of adverts.

Printed on good quality, gloss paper, the review copy had 72 pages in all, 54 of them with editorial material (seven in colour) and 18 with adverts. The articles in the review issue were as follows:

What's New (non critical description of items classified by scale)

EMD GP15-1 recreated as Conrail No 1633

Scratchbuilding using a commercial kit in another scale as a guide

Measuring and making ideas (use of rules, dividers)

The pulpwood industry (information on the prototype industry)

Using the NMRA Standards Gauges

Evaluation of the Lionel G scale 0-4-0T live steam loco

B & O 50' TOFCEE flats and trailers (prototype information)

Adapting Athearn 50' flat cars and 24' trailers to represent the 50s era flat cars and semi-trailers

Visit to an outdoor G scale garden layout

Modelling Beacon Yard (New York Central RR) Boston (Part 2)

Modelling the 50' box car 1894-1932 (Part 2)

Various conversions of the Atlas F9 kit in 0 scale

AAR-style 40' box cars (Part 2)

Displays at the 1989 National Convention of NMRA at Houston:

Railroad Prototype Modellers (RPM) display

Dioramas

We liked it and feel that it has a place as a 'second' magazine to buy, as there are others as good as, if not better, but perhaps dearer! The review copy will be available for inspection in the magazine rack in the Library at the Clubrooms.

BGK/AAP

COMMENT

It is pleasing to see a new magazine appearing in the model railway hobby. There's also *Mainline Modeller* which some of us did not know of (see *Library Notes*) and these additions do a little to offset the losses over the past few years, such as *Model Railway Constructor* and, presumably, *Practical Model Railways*.

HAVE YOU SEEN IN THE MODEL RAILWAY PRESS

Model Railways

October Garden Brake Vans - the author describes his soft spot for brake vans. Dave Rowe describes how the various operating 'gizmos' on his Leighton Buzzard diorama are made to work. Vic Green continues his series on the building of a 7 mm scale GWR 45XX 2-6-2T. A construction review of the Branchlines' kit for MR/LMS 48' clerestory roof coaches. Prototype data article on BR Sturgeon 50 ton rail/sleeper/ballast wagons, includes prototype information and photographs. The Glasgow and North Western Railway, an ambitious proposal and the author's model of Glencoe Bridge, Newandold, the N scale layout of the Warley MRC. Camera and Comment looks at the Great Central Joint. Building locomotives for the Irish 5'3" gauge.

November BR container wagons described in a pictorial article. Construction review of Comet Coaches' kit for the LMS corridor 3rd. A working coal tippler described. Railways in the Scottish Highlands looks at a Scottish Highlands terminus. Robert Barton describes his layout based on High Wycombe. Prototype information and drawings of the District A electric stock on the Metropolitan Railway. More on building Irish 5'3" gauge models, the inside

motion. The problems of 'hot' motors investigated and some solutions given. Camera and Comment looks at the down platforms at Winchester Lost Wax casting at RJH Models, a pictorial description of the process. Adapting the Preiser figures and Faller products to suit a Victorian era scene.

Railway Modeller

October A free 20-page supplement commemorating 40 years of publication of *Railway Modeller*, with some advertisements from times gone (enabling one to see what was available - and what was not - and what it cost) and a number of tributes from notable modellers, authors and advertisers. As well, the usual articles including Thorpe, the 3 mm scale layout of the Leeds MRC, with some homespun philosophy on the designing and building of a club layout for exhibition - it's a very nice example of a minority interest scale model. Signalling an 0 scale railway, theory and practice. A construction review of the Peak Model Shop kit for the Metro-Vick BR Class 28 Co-Bo, includes drawings and photograph with prototype information. Prototype information, drawings and photographs of a Peckett 0-4-0ST locomotive of the Swansea Harbour Trust, No 12 of the SHT and No 968 when taken over by the GWR in 1923. Building the Duffws Railway, a Welsh narrow gauge railway in 5.5 mm scale, complete with a working incline. A 'comical' (but true) look at manning the demonstration stand at a model railway exhibition. Take a Dapol Terrier 0-6-0T model and make several variants, article including drawings and photographs. Gooden Cheap, a 7 mm scale narrow gauge layout, with some useful hints on building things from the 'scrap box' and some views on exhibiting style. A Tale of Two Railways - the third part, in which the author describes the use of his garden line for running his tinplate trains to a timetable (earlier parts have described his 'fine scale' 32 mm gauge models). Upwolve, a 7 mm fine scale minimum space layout (14' x 2'), built by a father and 14 year old son team. Plan of the Month looks at Brecon, circa 1960, recreated in N scale - includes prototype track plan and several good photographs. Lockerby Road, an 00 scale layout by the staff and pupils of a primary school.

November Layout of the Month looks at Mostyn Junction, a 30' x 15' fine scale 00 layout of the Chester MRC, designed to be a crowd pleaser at exhibitions, but with strict technical accuracy of the things modelled - it's an impressive layout with character. Modelling the Bulleid Leader in 4 mm scale using parts of a Hornby Class 47, a Lima Deltic, a lot of basic materials and a scratchbuilt pair of power bogies using an Escap RG4 motor. Control panel indication for double slips and crossovers. Modelling the West Highland Line looks at some ideas for a diesel era model, including tracks plans of Mallaig, Oban, Crianlarich, Glenfinnan, Fort William and Arrochar and Tarbet - many references are given to help further research and there are lists of the locos used on the line, the models available and plenty of ideas. Brecon, Part 2 - the station. Masongill is a Yorkshire Dales branch in 4 mm scale, inspired by David Jenkinson's Marthwaite - a beautifully made and scenicked layout well up to DJ's standards! Extensions to a 25' x 10' 4 mm scale exhibition layout, Cwmafon (previously described in the November 1983 issue of RM) - it's BIG and, not surprisingly, the owner has

nowhere at home to put up the layout. A super MR motive power depot, based on Millhouses at Eccleshall, built by a professional model maker for a client - it's an eight-road affair measuring 32" x 20" and has some tremendous roof vent detail. Detailing the Wrenn (or Hornby Dublo) model of an LMS 8F 2-8-0 - this is Part 1 and deals with the chassis and wheels. Prototype information, drawings and photograph of the GWR 2251 Class 0-6-0 locos. Plan of the Month proposes The Dark Peak Railway, a 7 mm narrow gauge layout to fit into a 12' x 12' room, with plans for three stations. Construction and interlocking ideas for the signalling of an 0 scale layout.

Model Railway Journal

No 34 Iain Rice constructs a 'state of art' model of an LNER J9 0-6-0 using the aged Wills' kit as a starting point. MRJ Portfolio looks at Martin Finney's model of a GWR Bulldog. Frank Dyer's series on model railway operation continues with Part 5 - thoughts on layout design. No 1 Shop scratchbuilds an 0-6-0 tender engine in 2mm scale - some novel and innovative ideas here. Small Suppliers Forum looks at Branchlines 'instant mesh' two-stage gear box and D & S Models' architectural components - NER lattice girder, timber canopy valence, steel valence, LBSCR/NER timber valence plus the distinctive GER type. No 1 Shop constructs and reviews the first complete kit from Riceworks, a GER E22 0-6-0T in 4 mm scale. Twenty minute trees - Mike Clark shows how they make trees for Pendon (for any layout requiring masses of trees, this is the way to go). Penney Hassett, a layout designed for exhibitions.

Scale Model Trains

August Details of British telephone boxes from 1884 to the present, including sketches of use if you're going to model one. Several ideas on a common theme of making an interesting layout with just two points for different countries or times. Boundary posts, mile posts and gradient posts of the GWR, with drawings and photographs. An idea on modelling the Tewkesbury station at the end of a branch from Ashchurch, using either a 12' long wall or an 8' x 6' room. Making a Class 104 Metro-Cammell DMU from the Hornby Class 110 DMU. Part 4 of building Stokenham covering the building of the second plate, track laying and wiring - this is a small exhibition layout and has a lot of useful hints if you are considering building a portable layout for that purpose (previous parts appeared in April, May and June). A look at the Camelback locomotives, a type unique to the USA - text, tables and photographs. Completing the warehouse in 0 scale commenced in the July issue.

September This issue does not seem to have yet arrived in Perth, or have I missed out?

October Detailing the Lima model of the Class 156 Super Sprinter DMU of BR. Experience with Z scale (1:220) in modelling an imaginary Scottish branch on a 39" x 15" board. Scratchbuilding a Barry Railway Class L 0-6-4T using a PCB chassis and Plasticard body in 7 mm scale. Track plan, photographs, map and text describing Pont, an Italian terminus north of Turin. Making an LMS and a BR Class 2-6-2T from the K's kit with compensated chassis. Improving the appearance of the Minitrix model of the LMS Ivatt Class 2 2-6-2T. Concluding part (9) of Malcolm Carlsson's article on his

'Small is Beautiful' layout - this one deals with a small factory loading bay. Kadec magnetic couplings for N scale models.

Australian Model Railway

Magazine

December Editorial on 'might have been' locations for models. Homemade Turnouts the Easy Way gives copious guidance on making your own points using the soldered PCB sleeper technique in an easily understood way (seven pages of it). Optical aids to assist the aging modeller (special purpose spectacles, supplementary loupes, optivisors, etc). Colour variations of the NSW 45 Class diesels. Drawings, colour and black and white photographs of the 'out-of' shed at Yass, NSW (basically, the parcels shed), and modelling it out of sheet wood. Fitting an Athearn SD9 mechanism into an HO scale polyester VR X Class body kit occasionally available from the Railfan Shop in Melbourne. Model Railway Club listings - yes, we're in it this year! Visit to the 0 scale Wolfdene and Pacific Railroad at Wolfdene on the Queensland Gold Coast housed in a 30 m x 15 m building (that's half as big again as the whole of our new Clubrooms!) and which is open to the public (details given in the article on how to get there and when it's open) - it's a tremendous layout.

Model Railroader

September Review of the Bachmann model of the Pennsylvania Railroad's K4 4-6-2 class which lasted from 1914 to 1957 and extended to 425 locos in all. Building a 4' x 2' HO scale module, including tips on roadbed building, trackwork (handmade), making turnout templates and turnout operation by pushrods from the side of the module. Scratchbuilding of a generic industrial building of any size in HO scale using Northeastern Scale Models basswood for the main structure and Grandt Line windows. Scott Whitney, President of the Boston and Maine RR Historical Society, models three sections of the Green Mountain RR (a real railroad) in Vermont in N scale in a 12' x 12' space (and does it well). A bigger one is the Great Northland Railway, HO scale in a 16' x 22' space, which has been 30 years in the making. An article describing the modelling of the State Line Tunnel of the Boston and Albany RR (which is just west of the state line between Massachusetts and New York states) to fit into a 'wye' shaped scenic divide between two major sections of a big layout - nice bit of modelling of a real place, as well as a number of useful tips on scenic modelling (terrain building by hardshell plaster technique, rock castings using coal as the 'masters', carving rock, colouring rock and adding foliage, using foliage netting and the weed St John's Wort as a base for texturing material. Two articles on the Milwaukee Road ribbed sided boxcars, one dealing with the prototype and t'other with kitbashing an N scale Kadec standard 'plain' sided boxcar. Model railroad power control centre - an article on using a magnetic board to keep track of where all the locos have gone on a bit, big layout (having 60 locos, 40 cabooses and 100 trains in service at any time). Painting the Toledo, Peoria and Western GP38-2 diesels (including making coloured decals on a colour photocopy). Wiring dual gauge turnouts.

October Another small layout from the USA - this one's 11' x 3' and gives lots of scope for switching (shunting) of cars

into various industries. Novel feature is its portability - it's on wheels. Details of a wooden coal loading stage for the Illinois Central with steel 'tub' - useful for many other railways too! Some examples of 'pike size' steam and diesel passenger trains is in the US which justify the short train often necessary in the model - mostly two and three coach sets with occasionally some baggage cars attached. Full details of the San Diego Trolley, a modern light rail system around San Diego and running to the Mexican border near Tijuana - track plan of main depot, various street locations and a couple of concepts for modelling it. A second article gives drawings and information (including black and white and colour photos) of the trolley cars used on the line. Photographs and prototype information on the 120' diameter truss turntables on the Santa Fe, followed by an article on making an N scale model of one. Interesting article on a visit to the Hong Kong and three of the seven mainland China factories of Kader Industrial Co Ltd, the parent company of Bachmann and maker of several British lines, such as Airfix and Mainline in former days and Replica Railways today. Scenery work on the 4' x 2' HO scale module described in the September issue - hardshell technique, rockwork, ground cover, retaining walls and abutments, bridges, roads, structures, etc. Paint scheme for the lurid Orange Blossom Special of the Seaboard Air Line RR Co of 1938.

November Seen in the MR Product Reviews was an HO automatic coupler with magnetic uncoupling facility intended to reproduce the general appearance of the prototype type-D knuckle coupler at US\$3.65 per card of eight couplers and which couple on impact with both Kadec and horn-hook types. A visit to the Highland Pacific RR, an extensive HO club layout of the Highland Park Society of Model Engineers who have a 80' x 42' building on a 100' x 50' block of land in San Gabriel, a city suburb about 12 miles each of Los Angeles - this club has a lot of experience in operating and scheduling, including head set communications, video cameras for the hard-to-see parts of the layout. Weathering with water base media such as acrylics, inks and water colours. Kitbashing a Walthers' coil car kit to represent early type cars for the carriage of coiled steel strip. A realistic way of making pine trees using balsa for the trunk and Finescale Forest material for the foliage. Simulated night photography of model railways. Final part of the article on the 4' x 2' HO scale module covered in the past two issues - this one covers the modelling of deciduous and evergreen trees, signs, billboards, telephone poles, junk, water and making a protective cover for it. Building an N scale Santa Fe roundhouse from styrene sheet and strip. Drawings, photograph and text covering the Pennsylvania RR heavyweight combination baggage-smoker-barber cars. Drawing and photographs supporting information on a four-truck flatcar built by the Westinghouse Corporation for transporting heavy electrical gear up to 250 tons. Computer waybill operation. Making a neat control panel using perspex. A neat loco. Modelling of rushes (cat-tails in the US). Using weeds for trees - the best appears to be ragweed, a form of Ambrosia (it seems that modellers in the US actually exchange weeds through the post).

Modelrail

No 99 Details of the BR NNV/NNX Courier vehicles (which are basically higher security parcels vehicles for mail and parcels and have a roller shutter door on the side - article looks at how to make one of these from a Mainline or Replica BSK and using parts from A1 Models).

No 100 Building a D600 Warship (which had the A1A-A1A wheel arrangement) from the Q kits one piece fibreglass body kit and other bits and pieces, with the usual problems with this type of kit. A look at transfers.

No 101 Fiddle yards with auto route setting for arrival and departure, thus taking many of the hassles out of exhibition running.

No 103 Visit to a neat model representing a Cornish china clay branch in modern image - colour photos show a very high standard of modelling.

Extracts supplied by Ted Thoday and Alan Porter

IN THE PROTOTYPE RAILWAY PRESS

Railway Magazine

October Two black and white photos in an article on Darlington in steam days are of interest - one is an oil train with barrier wagons and the other of clutter at North Road Works Yard. Drawing of the new Class 60 and two colour photos and five black and white ones support a lot of text and table on the class. Banking at Folkestone Harbour with the R1 0-6-0Ts. Informative 24-page supplement on the Channel Tunnel project due to open in June 1993, giving, among other things, information on the Exhibition Centre at Cheriton, Kent where there is an extensive

N scale model railway depicting the terminals and the tunnel, which in best modelling tradition, has been shortened to fit the space available if not it would have been over 300 yards long!

November Great cover photo in colour of a Jinty 0-6-0T and a BR Standard Class 4 2-6-0 crossing a small steel via duct across a shallow stream - great modelling inspiration. The GWR gas turbine locos, Nos 18000 and 18100. Drawings of the new Mk IV coaches for BR's Intercity 225 trains. Supplement titled Steam in the Fifties has 36 black and white and one colour photo, some of which are chock full of detail information and inspiration for modelling (cyclists waiting at a crossing, another cyclist looking over the fence at a departing train, etc).

Railway World

September Nice colour photos of the NBR Maude and the CR 0-4-4T on the Bo'ness and Kinneil Railway of the Scottish Railway Preservation Society.

October Night photo in colour of GWR Foxcote Manor showing lots of front end detail of use to the modeller. One for Roger Carrell, one Bert Hooker reminiscing about his firing turns on the Belles of Nine Elms, the Bournemouth Belle and the Devon Belle.

November Study of the GER Claud Hamilton locos, with two nice colour and five black and white photos.

Steam Railway

August Great photo of Ivo Peters 'up the pole' - sitting atop an old fashioned road sign which would make a great talking point for a model railway. Details of summer Saturday traffic at Scarborough. Cabbage patch at the side of the track on the Hayling Island line. Colour photo of City of Truro in its Indian Red frame type livery ahead

of Earl of Berkeley in 'shirt button' type livery.

September Black and white photo inside cover of timber platform surface at Brighton showing that not all platforms are of tarmac or gravel or concrete slabs. Small colour photo of the increased water capacity tender now fitted to Duchess of Hamilton. Pub signs with a railway motif - copyright provisions permitting, it might be possible to photograph the colour photos and to have the prints reduced to a suitable size to put outside the 'local' at your model railway station forecourt. Details of summer Saturday traffic at Skegness.

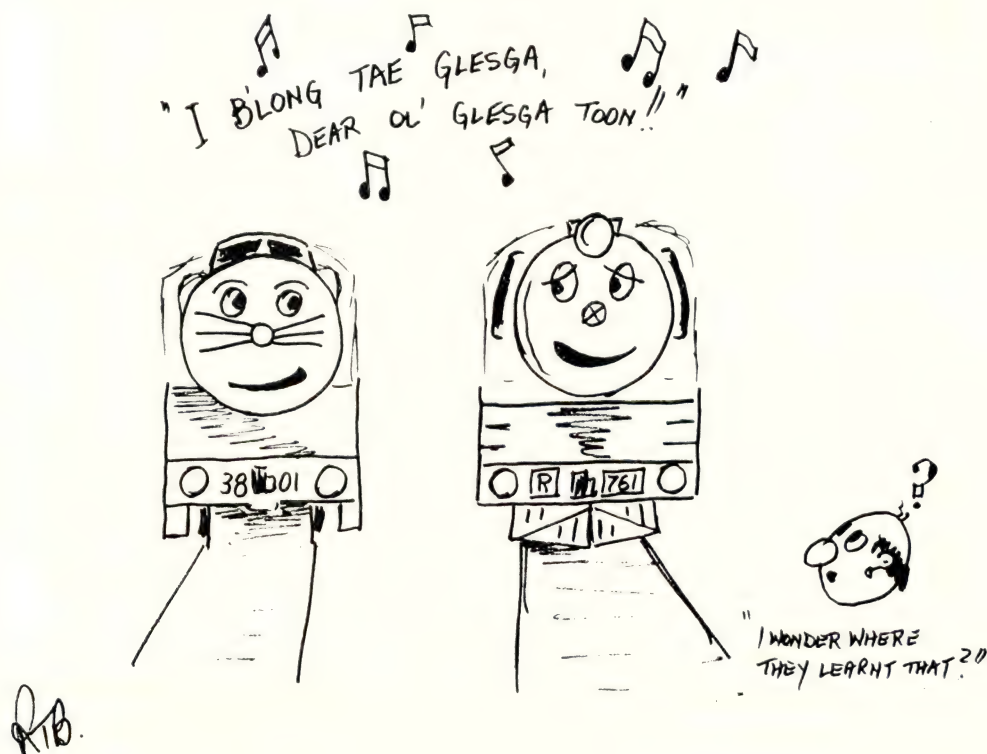
Locomotives Illustrated

No 67 Photo essay, preceded by nearly three pages of text, covering the Gresley two cylinder 2-6-0s. These are the GNR Class H2 and H3 (LNER Class K1 and K2 respectively), only 75 in all, so with 66 photos (four in colour), there's a good chance you'll find one of the loco you're modelling, if it's one of this class. There's the usual listing of numbers 9GNR, first LNER, 1946 LNER, BR), names where applicable, builder and date of building, dates of rebuilding as K2s for the 10 K1s, dates of withdrawal, shed allocations at August 1950 and April 1957, as well as the final allocations.

Steam Days

October-December Article on Colonel Stephens' railways and the survivors may inspire someone to consider modelling one of these 'string and sealing wax' railways, with their charm and unorthodox methods - there's 17 black and white photos to inspire one. An article on the Somerset and Dorset has some nice photos of the branch lines; Bridgwater, Glastonbury, Burnham-on-Sea, Polsham.

Extracts supplied by Alan Porter



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NEW MEMBERS

NSW

HO	SM	GEORGE D.M	78 RUDD RD. CAMPBELLTOWN	2560	046252683
N	FM	WALL K	14 SCHOOL PDE. PADSTOW	2211	7712972
	FM	WALL Ben	" " "		
	FM	WALL Joshua	" " "		

QLD

HO	OM	CAMPI D.J	264 FERGUSON RD. NORMAN PARK	4170	3957596
OO	OM	PEMBERTON I.	10 PAMBULA ST. THE GAP	4061	3001962

W.A.

HO	SM	MATHER C.	4 FORTUNE ST. WARWICK	6024	4486583
N	OM	PHELPS R.S.	25 KAY ST. SCARBOROUGH	6019	3412731
HO/OO	FM	WARMAN R.F.	151 SEVENTH AVE. INGLEWOOD	6052	2712982
	FM	WARMAN Mrs B	" " "	"	

CHANGES OF ADDRESS

NSW

TAYLOR N.E. Lot 25 CHERRY TREE CLOSE MOSS VALE 2577

VIC

FM	COMPORT B.R.S	381 BAY ST NTH BRIGHTON	3186	5963249
FM	ROSS D	66 Stoddarts RD. WARRAGUL	3820	056235434

W.A.

FM	LUSCOMBE B.W	77 ALEXANDRA RD. E. FREMANTLE	6158	3394290
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PRESENT ADDRESS UNKNOWN

QLD. SEARL H.D WAS AT UPPER BROOKFIELD 4069

MEMBERS NOT RENEWING FOR VARIOUS REASONS

NSW

IMER G.A	EASTERN CREEK	2766
GRACE R.	WESTLEIGH	2120
OTTEY W	BOWRAL	2576

VIC.

ANDREW J.	DROMANA	3936
BROWN A D	MILDURA	3500
BUTLER G.R	MT HELAN	3350
FARRELLY N.	GLEN IRIS	3146

W.A.

HENDERSON D.	HIGH WYCOMBE	6057
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OM	McINTOSH R . R	2 DOWNING ST	EPPING	2121	8698454
HO FM	MILLINGTON E.W	13 PARKLANDS Ave	HEATHCOTE	2233	5208070
FM	MILLINGTON Mrs T.	" "	" "		
FM	MILLINGTON Carl	" "	" "		
HO FM	WITHERS C	HARNET ST.	MARRICKVILLE	2204	
FM	HODSON Kathie	" "	" "		
HO OM	STUART W.	60 WELLS ST.	NEWTOWN	2042	

VIC.

OM	GARSDIE D.R	10/58 ARTHUR ST.	FAIRFIELD	3078	4821921
OO SM	KIRKHAM D.A	45 WILFRED ST.	EAST IVANHOE	3079	4971281
N FM	ROHLF K.H	15 SYNCLINE CRT	LONGGULLY	3552	
FM	SAVAGE Adrian	" " "	"		

W.AUS

HO OM	BROOKES P.	28 SLADE ST.	BAYSWATER	6053	
N/Z OM	EILES C.W	78 BEATRICE ST.	INNALOO	6018	4465369
HO OM	HUNTER L.D	32 WATSONIA RD	GOOSEBERRY HILL	6076	4546215
OM	PARNELL M.D	31 GT EASTERN HWY	RIVERVALE	6103	3616351
O OM	PARROTT A	4 BLUEGUM PLACE	BALLAJURRA	6066	2491348
OO/S4	SAPTE P/	C/o 2/26 SHENTON RD	CLAREMONT	6010	

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W.A

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FALCONER J.V	34 SNOWDROP RETREAT	MIRRABOOKA	6061	2495674
STALLARD G.	3/38 BARBICAN ST.	SHELLEY	6155	

MEMBERS RESIGNED FOR VARIOUS REASONSNSW

WEBSTER D.J	GLOSSADIA	2756
WILKINSON MP.	EPPING	2121

VIC

COLE R.W	HAMPTON	3188
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W.A

SPAHN S.	CLOVERDALE	6105
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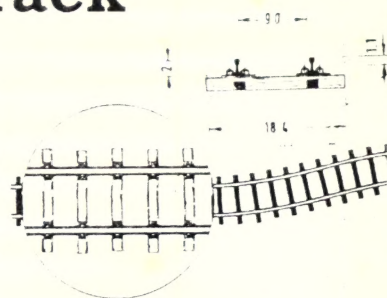
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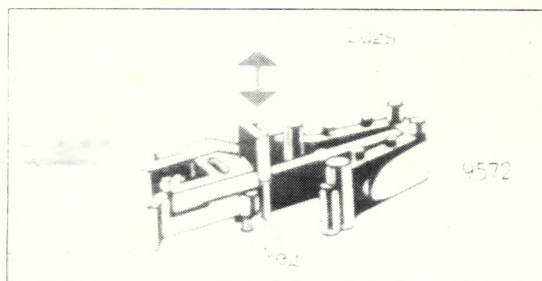
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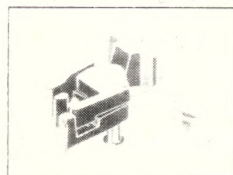
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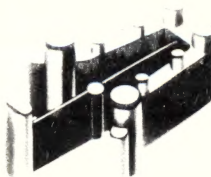
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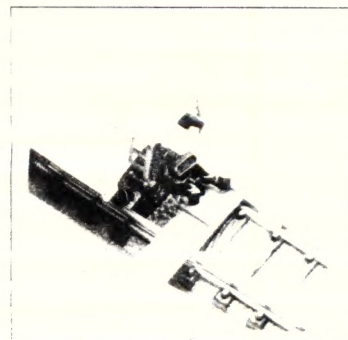
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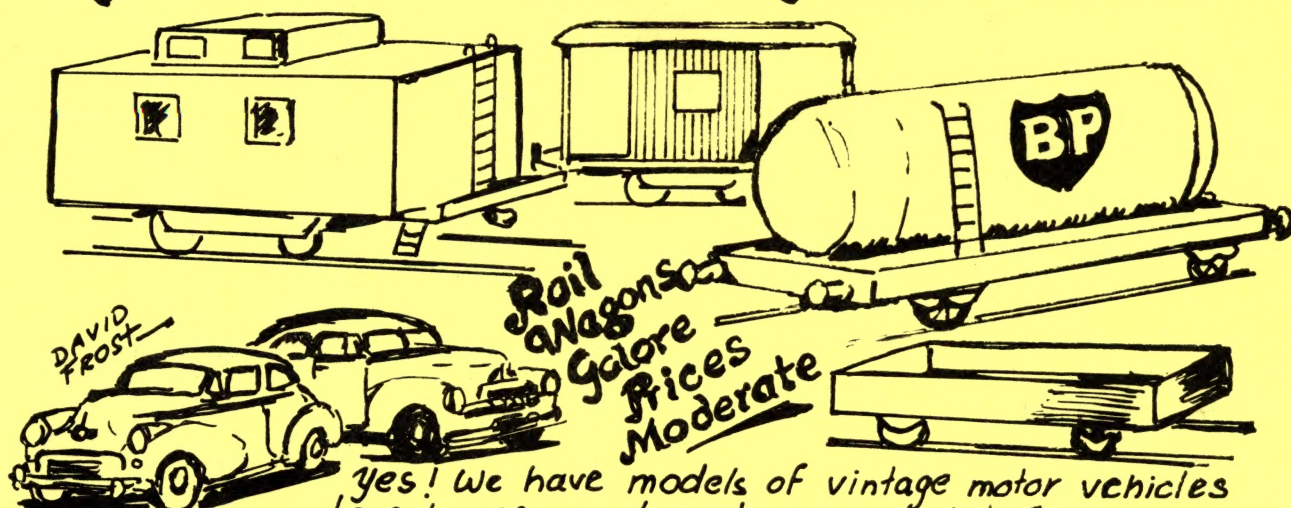
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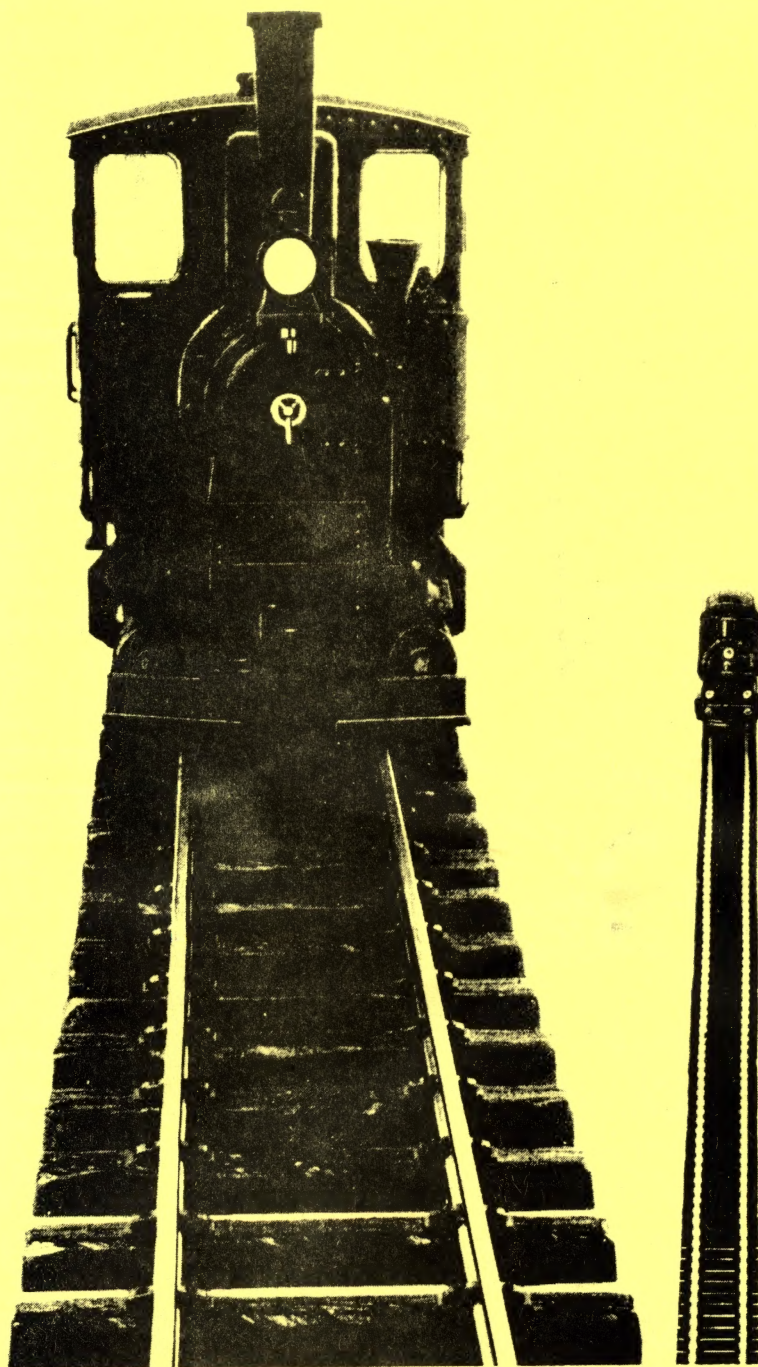
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